

2003 HIGHWAY NEEDS REPORT

HIGHWAY PERFORMANCE MONITORING SYSTEM ANALYTICAL PROCESS -- 2002 DATA

DISTRICT 5 RURAL/URBAN

Prepared by:
Idaho Transportation Department
Division of Planning
January, 2003



**DEFINITIONS OF TERMS USED IN THE ANNUAL REPORT
OF THE HIGHWAY PERFORMANCE MONITORING SYSTEM –
ANALYTICAL PROCESS**

**Prepared by the Planning Services Section
of the Idaho Transportation Department
January, 2003**

DEFINITION OF TERMS

GLOSSARY OF TERMS FOR CURRENT CONDITION

ADT(Current): average daily traffic for most recent reported year.

ADT(Future): estimated 20-year future average daily traffic. Results obtained by using per-year growth percentages supplied by the Traffic Survey & Analysis Unit.

Average Number Of 5-Year Accidents: average annual accidents over a 5-year period as recorded on the Accident Records Database for the most recent reported year.

Crack Index: qualitative rating of the type and degree of pavement cracking determined from the yearly crack review conducted by the Pavement Management Engineer. The rating scale is from 0 (very poor) to 5 (very good).

Final Index: qualitative rating to rank pavements by a single index. It is the weighted average of the crack and roughness indices. The rating scale is from 0 (very poor) to 5 (very good).

Number Of Lanes: Existing number of through traffic lanes.

Pavement Improvement: the last recorded pavement improvement that occurred on this section (information provided by Idaho's Pavement Management System).

NW CONS/RCN FLX (New Construction or Reconstruction -- Flexible Pavement)

BIT SURF TRMNT (Bituminous Surface Treatment -- Nominal .8 in.)

PLNT MIX OVLAY (Plant Mix Overlay)

ROAD MIX OVLAY (Road Mix Overlay)

NW CONS/RCN CON (New Construction or Reconstruction -- Concrete Pavement)

BASE WRK & RESURF (Base Work and Resurface)

REHAB & RESURF (Rehabilitation and Resurface)

RESURFACE FLEX (Resurfacing Flexible Pavement)

MILL AND INLAY

RESURFACE CONC (Resurfacing Concrete Pavement)

PAVMT XTNG GRVL (Pavement on Existing Gravel)

MILL INLAY&OVER (Mill Inlay and Overlay)

PLANT MIX SEAL

OPN GRD FRX CRS (Open Graded Friction Course)

RUT FILLING &SS (Rut Filling -- Slurry Seals & Micro Surfacing)

GRD&JT SEAL CON (Grind and Joint Seal -- Concrete Pavement)

SLAB REPL CONC (Slab Replacement -- Concrete Pavement)

CRACK SLNG CONC (Crack Sealing Concrete)

REHAB CONCRETE (Concrete Rehab -- Grind, Seal Joints, Slab Replacement @2%)

HOT IN PL RECYC (Hot In-place Recycle)

COLD IN PL RECY (Cold In-place Recycle)

HOT IN PL W/OV (Hot In-place Recycle with Overlay)

COLD IN PL W/OV (Cold In-place Recycle with Overlay)
C.R.A.B.S. (Cement Recycled Asphalt Base Stabilization)
NO INFO-B+S < 7 (No Direct Info -- Base + Surface) < 7 in.)
NO INFO-B+S > 7 (No Direct Info -- Base + Surface) > 7 in.)
LEVELING COURSE

Pavement Improvement Year: the year the aforementioned improvement was completed.

Percent Trucks: peak percent trucks as a percentage of ADT prevalent on the section.

Railroad Crossings: Whether or not the highway section has railroad crossings.

Roughness Index: qualitative rating of the pavement roughness as measured by the Pavetech laser profiler. The rating scale is from 0 (very poor) to 5 (very good).

Seal Coat Year: the year of the last seal coat that occurred on the section.

Section Length: length in miles as calculated from the beginning to end of the section.

Shoulder Material Type: predominant type of shoulder as follows:

NONE
SURFACED WITH BITUMINOUS MATERIAL
SURFACED WITH PORTLAND CEMENT CONCRETE
SURFACED WITH TIED PORTLAND CEMENT CONCRETE
STABILIZED GRAVEL
COMBINATION: PART SURFACED AND EITHER GRAVEL OR EARTH
EARTH

Shoulder Width: width of the shoulder as measured from the edge of the fog line to the edge of the surfaced or gravel/earth shoulder; or in the absence of a fog line, the edge of a 12-foot lane to the edge of the surfaced or gravel/earth shoulder.

S/N or D: this is the Structure Number for asphalt pavement or the depth of the surface if concrete.

Structures: Whether or not the highway section has structures of at least 20 feet in length.

Surface Width: Width of the surfaced road excluding paved shoulders.

Surface Material Type: type of surface existing on the section as follows:

HIGH FLEX (PLANT MIX ASPHALT)
BITUMINOUS SURFACE TREATMENT
HIGH RIGID; PLAIN JOINTED
HIGH RIGID; REINFORCED JOINTED
HIGH RIGID; CONTINUOUSLY REINFORCED

Terrain Type (Rural report only): Type of terrain prevalent on the highway section. (Flat, Rolling, or Mountainous)

Type of Development (Rural report only): Describes the rural environment of the road. (Dense or Rural)

Urban Area (Urban report only): City in which section is located (population 1000 or greater).

Urban Location (Urban report only): Describes the urban environment of the roadway. (Central Bus. Dist, Fringe, Outlying Bus. Dist, Residential, Rural in Character)

Volume/Capacity Ratio: This is the volume/capacity ratio as calculated by the 1994 Highway Capacity Manual.

Widening Feasible?: is a description of how many lanes the road could be reasonably widened. In this consideration, the only things that make widening not feasible are things like businesses within a town or city or some major geographical obstruction such as a mountain or river.

GLOSSARY OF TERMS FOR HIGHWAY IMPROVEMENTS

Type Of Improvement: type of improvement determined by the Highway Performance Monitoring System-Analytical Process.

System Deficiencies: deficiencies identified by the Highway Performance Monitoring System-Analytical Process. The model uses these deficiencies to determine type of improvement. The deficiencies that can trigger an improvement are as follow:

VOLUME/CAPACITY

NUMBER OF LANES

HORIZ ALIGNMENT

LANE WIDTH

SHOULDER WIDTH-R (right shoulder width)

SURFACE TYPE

SHOULDER TYPE

PSR < RESRF-PSR (pavement condition implies the need to resurface -- PSR in this case is Cracking Index)

VERT ALIGNMENT

PSR < RECON-PSR (pavement condition implies the need to reconstruct)

Year Of Improvement: year for the improvement determined by the Highway Performance Monitoring System-Analytical Process.

Cost Of Improvement: cost of the improvement determined by the Highway Performance Monitoring System-Analytical Process.

Access Control(Future): type of access control determined by the Highway Performance Monitoring System-Analytical Process for the type of improvement.

Number Of Lanes(Future): number of lanes determined by the Highway Performance Monitoring System-Analytical Process for the type of improvement.

GLOSSARY OF TERMS FOR HIGHWAY DEVELOPMENT PROGRAMMED PROJECTS

Cost Of Project: cost of the improvement determined by the Idaho Transportation Department Board.

Key Number: the programmed project's key number determined by Highway Programming Section.

Programmed Year: year for the improvement determined by the Idaho Transportation Department Board.

Project Milepoints: the extent of the programmed project. The project can extend into multiple analysis sections.

Type Of Improvement: type of improvement the programmed project is to perform.

RECONST/ALIGN (reconstruction and/or re-alignment)

3R (minor rehabilitation)

MJR WDN (major widening)

GRADE SEPARATION

MINOR WID/RESURF

PAVEMENT REHAB

RELOCATION

NEW RT (new route)

GLOSSARY OF TERMS FOR STRUCTURE IMPROVEMENTS

Bridge Key: a unique bridge identifier used by the Bridge Inspection Section to identify specific bridges.

Features: what the bridge spans.

Square Footage: the area of the current bridge deck.

Programmed Year: fiscal year for an already existing Idaho Transportation Department Board-Approved project.

Sufficiency Rating: the overall rating of the bridge's condition. Sufficiency ratings are measured from 0 (very poor) to 100 (excellent).

Weight Restriction: a bridge that is classified as red (posted), or yellow as defined by the route capacity map.

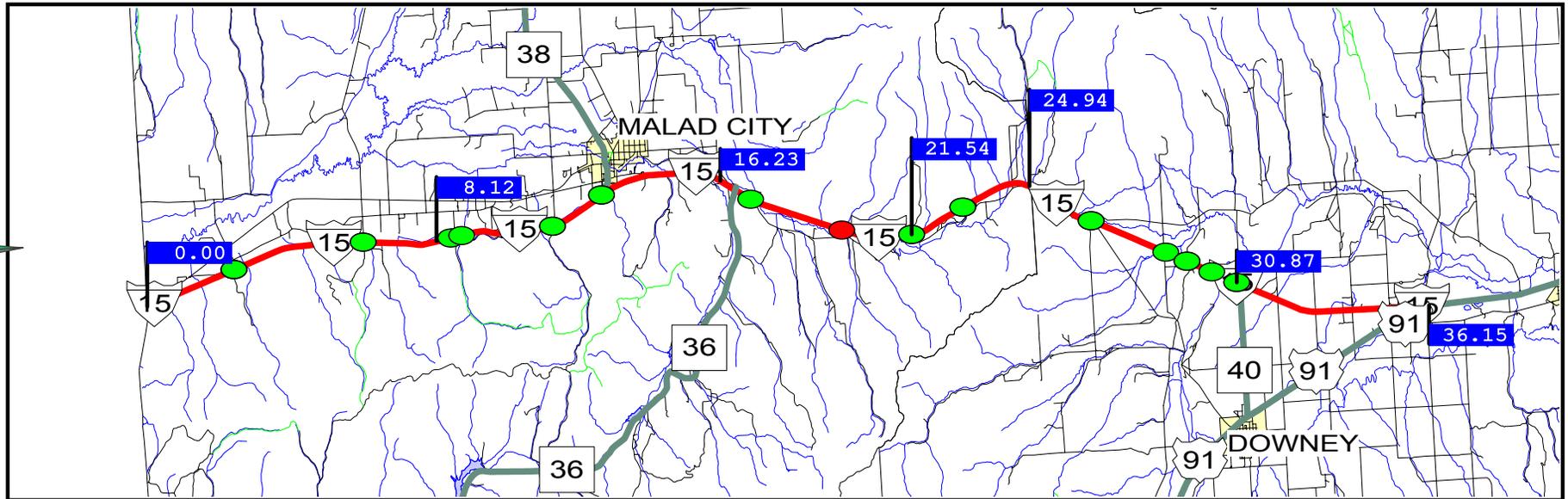
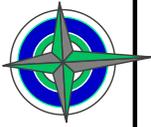
Width Restriction: a curb-to-curb width of 24 feet or less.

Height Restriction: a truss that has a vertical clearance of less than 16 feet.

Structurally Deficient: the deck superstructure or substructure is in poor condition.

Functionally Obsolete: the bridge is designed to standards that are now obsolete.

RURAL



MILEPOSTS	0.00 - 8.12	8.12 - 16.23	16.23 - 21.54	21.54 - 24.94	24.94 - 30.87	30.87 - 36.15
COUNTY	ONEIDA	ONEIDA	ONEIDA	ONEIDA	BANNOCK	BANNOCK
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	YES	YES	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	8.123	8.106	5.311	3.396	5.934	5.280
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES						
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	RIGID PLAIN JNT	RIGID PLAIN JNT	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	RIGID PLAIN JNT
SHOULDER						
WIDTH	10	10	10	10	10	10
MATERIAL TYPE	BITUMINOUS	TIED PORTLND CC	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	96	96	76	76	76	76
ADT (CURRENT)	8,320	8,114	7,503	7,400	7,400	7,546
ADT (FUTURE) -- 20 YEAR	13,713	13,374	12,415	12,245	12,245	12,486
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	GRD&JT SEAL CON	GRD&JT SEAL CON	MILL AND INLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN CON
YEAR OF IMPROVEMENT	1991	1991	1992	1995	1995	1972
SEAL COAT YEAR	----	1999	1999	----	----	----
S/N OR D	8	8	6.0	7.0	7.0	8
PERCENT TRUCKS--PEAK	15	15	16	16	16	16
V/C RATIO	0.14	0.13	0.12	0.12	0.12	0.12
CRACK/ROUGH/FINAL INDEX	3.1/3.5/3.5	3.1/3.5/3.5	3.7/3.4/3.5	3.0/3.6/3.9	4.0/3.6/4.2	3.5/3.0/3.2

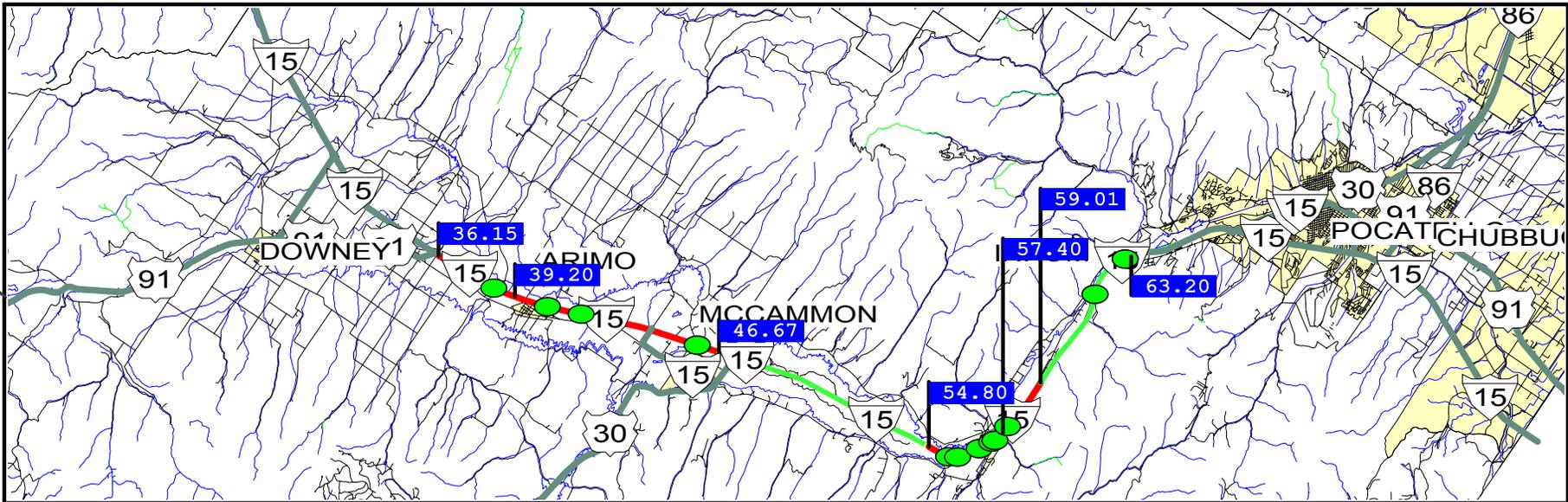
RURAL

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2006	2006	2010	2005	2012	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR					
COST OF IMPROVEMENT	\$0	\$0	\$0	\$0	\$0	\$0
FOR ROW AND UTIL						
FOR CONSTRUCTION	\$3,152,000	\$3,145,000	\$2,061,000	\$1,318,000	\$2,302,000	\$2,006,000
TOTAL	\$3,152,000	\$3,145,000	\$2,061,000	\$1,318,000	\$2,302,000	\$2,006,000
ACCESS CONTROL (FUTURE)	FULL CONTROL					
NUM OF LANES (DES.)	4	4	4	4	4	4

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

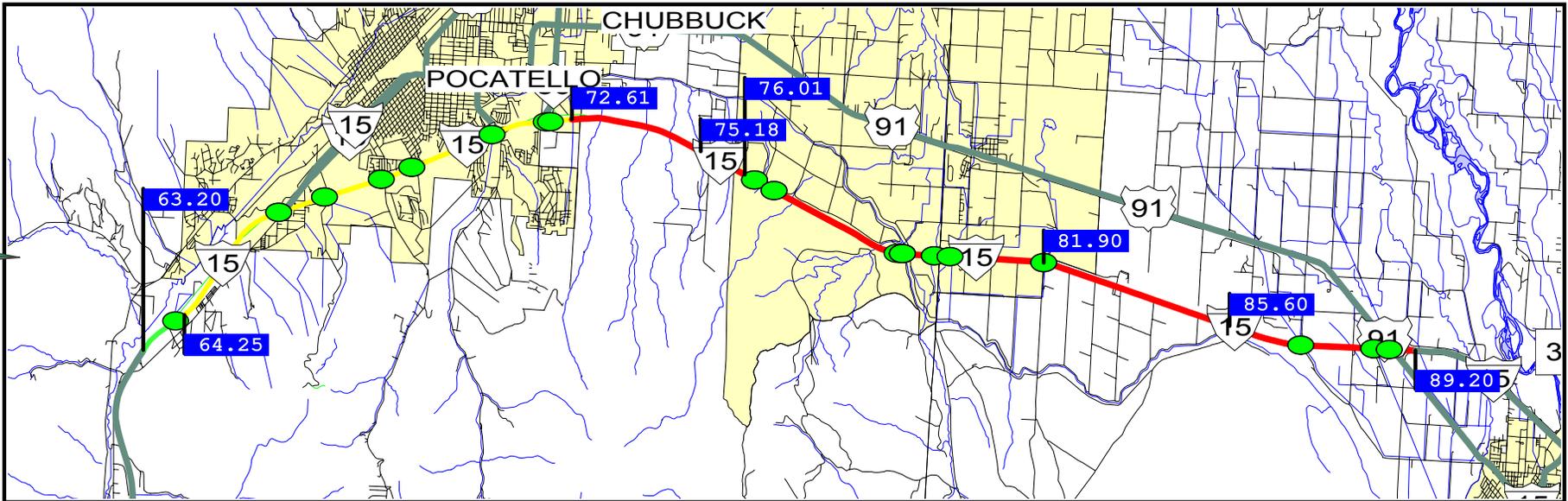
BRIDGE KEY	11020
FEATURES	FARM ROAD;MACH
MILEPOST	19.66
SQUARE FOOTAGE	1528
PROGRAMMED YEAR	
SUFFICIENCY RATING	51.7
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE



MILEPOSTS	36.15 - 39.20	39.20 - 46.67	46.67 - 54.80	54.80 - 57.40	57.40 - 59.01	59.01 - 63.20
COUNTY	BANNOCK	BANNOCK	BANNOCK	BANNOCK	BANNOCK	BANNOCK
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	YES	YES	YES	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.050	7.470	8.130	2.600	1.611	4.189
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES						
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	10	10	10	10	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	76	76	99	99	99	76
ADT (CURRENT)	8,400	8,345	11,800	12,931	14,596	15,191
ADT (FUTURE) -- 20 YEAR	13,845	13,755	19,449	21,313	23,964	24,892
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	HOT IN PL W/OV	PLNT MIX OVLAY	MILL INLAY&OVER	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1994	1987	1998	1998	1990	1990
SEAL COAT YEAR	----	1996	1996	----	1999	1999
S/N OR D	3.3	6.3	5.2	4.9	4.4	7.0
PERCENT TRUCKS--PEAK	15	15	15	15	14	14
V/C RATIO	0.14	0.14	0.19	0.21	0.24	0.25
CRACK/ROUGH/FINAL INDEX	2.4/3.6/3.0	3.7/3.7/3.7	4.7/3.6/4.3	4.5/3.2/3.8	4.5/3.6/4.0	4.4/3.5/3.9

RURAL

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE
	2003	2010	2015	2010
	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$1,183,000	\$2,898,000	\$1,009,000	\$625,000
TOTAL	\$1,183,000	\$2,898,000	\$1,009,000	\$625,000
ACCESS CONTROL (FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES (DES.)	4	4	4	4

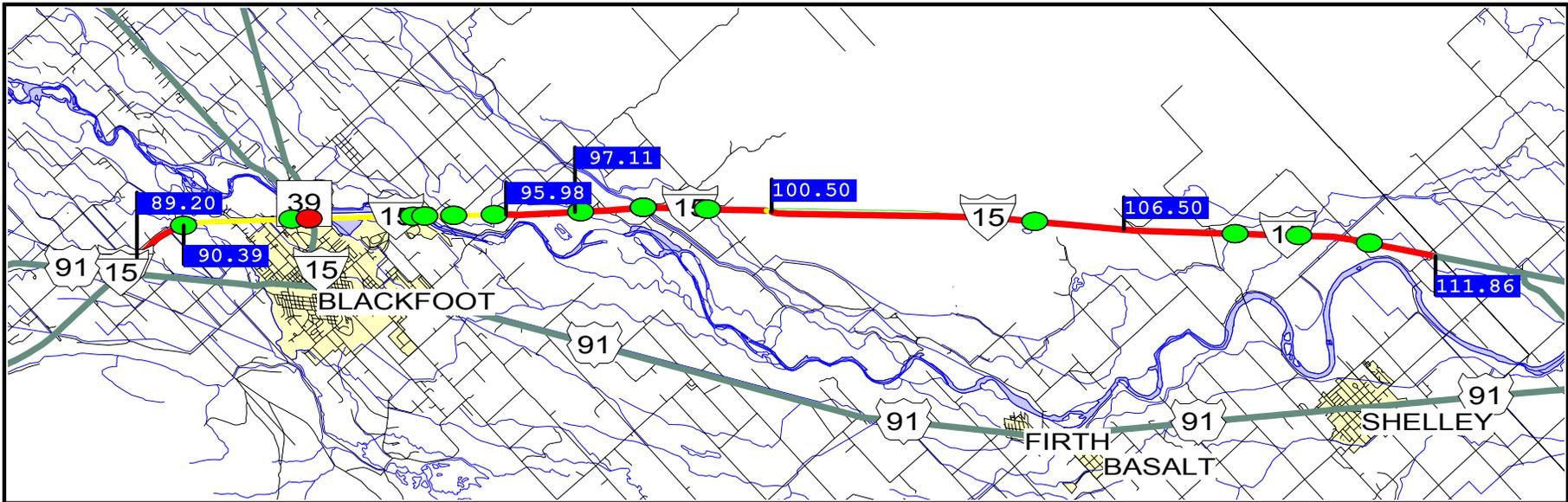


RURAL

MILEPOSTS	63.20 - 64.25	72.61 - 75.18	75.18 - 76.01	76.01 - 81.90	81.90 - 85.60	85.60 - 89.20
COUNTY	BANNOCK	BANNOCK	BANNOCK	BINGHAM	BINGHAM	BINGHAM
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	YES	YES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.047	2.572	0.828	5.890	3.700	3.600
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES						
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	10	10	10	10	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	76	76	76	76	76	76
ADT (CURRENT)	16,000	20,500	20,500	19,815	19,500	19,177
ADT (FUTURE) -- 20 YEAR	26,116	33,136	33,136	32,091	31,581	31,058
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	C.R.A.B.S.	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1992	1991	1991	1999	1967	1995
SEAL COAT YEAR	1999	----	----	1999	----	----
S/N OR D	6.9	3.0	3.0	4.5	3.8	2.3
PERCENT TRUCKS--PEAK	13	11	11	11	11	11
V/C RATIO	0.25	0.33	0.34	0.33	0.31	0.31
CRACK/ROUGH/FINAL INDEX	4.5/3.8/4.1	5.0/3.3/4.1	5.0/3.4/4.2	5.0/3.3/4.1	2.4/3.9/3.2	3.1/3.6/3.4

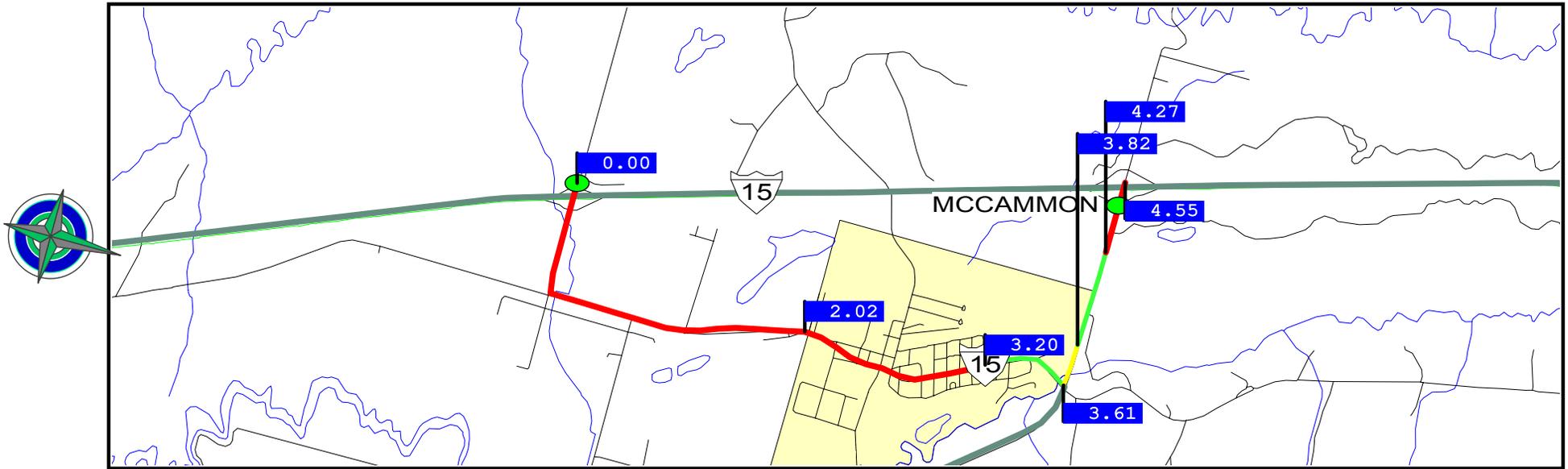
TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT FOR ROW AND UTIL FOR CONSTRUCTION TOTAL	RESURFACE 2010	RESURFACE 2010	RESURFACE 2011	RESURFACE 2003	RESURFACE 2005
	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
	\$0	\$0	\$0	\$0	\$0
	\$977,000	\$321,000	\$2,285,000	\$1,406,000	\$1,368,000
	\$977,000	\$321,000	\$2,285,000	\$1,406,000	\$1,368,000
ACCESS CONTROL (FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES (DES.)	4	4	4	4	4

RURAL



MILEPOSTS	89.20 - 90.39	95.98 - 97.12	97.11 - 100.50	100.50 - 106.50	106.50 - 111.86
COUNTY	BINGHAM	BINGHAM	BINGHAM	BINGHAM	BINGHAM
HIGHWAY DISTRICT #	5	5	5	5	5
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.195	1.131	3.385	6.000	5.359
NUM OF LANES (EXISTING)	4	4	4	4	4
LANES					
WIDTH	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER					
WIDTH	10	10	10	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	76	76	76	76	76
ADT (CURRENT)	17,000	17,500	17,500	17,500	17,500
ADT (FUTURE) -- 20 YEAR	27,532	28,342	28,342	28,342	28,342
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	MILL INLAY&OVER	NW CONS/RCN FLX	MILL INLAY&OVER	MILL INLAY&OVER	MILL INLAY&OVER
YEAR OF IMPROVEMENT	1998	1998	1996	1997	1996
SEAL COAT YEAR	----	----	----	----	----
S/N OR D	3.6	4.5	4.4	4.4	4.4
PERCENT TRUCKS--PEAK	12	12	12	12	12
V/C RATIO	0.27	0.28	0.28	0.28	0.28
CRACK/ROUGH/FINAL INDEX	5.0/3.7/4.3	4.7/3.8/4.2	4.7/3.9/4.3	3.4/3.9/3.7	3.7/3.8/3.9

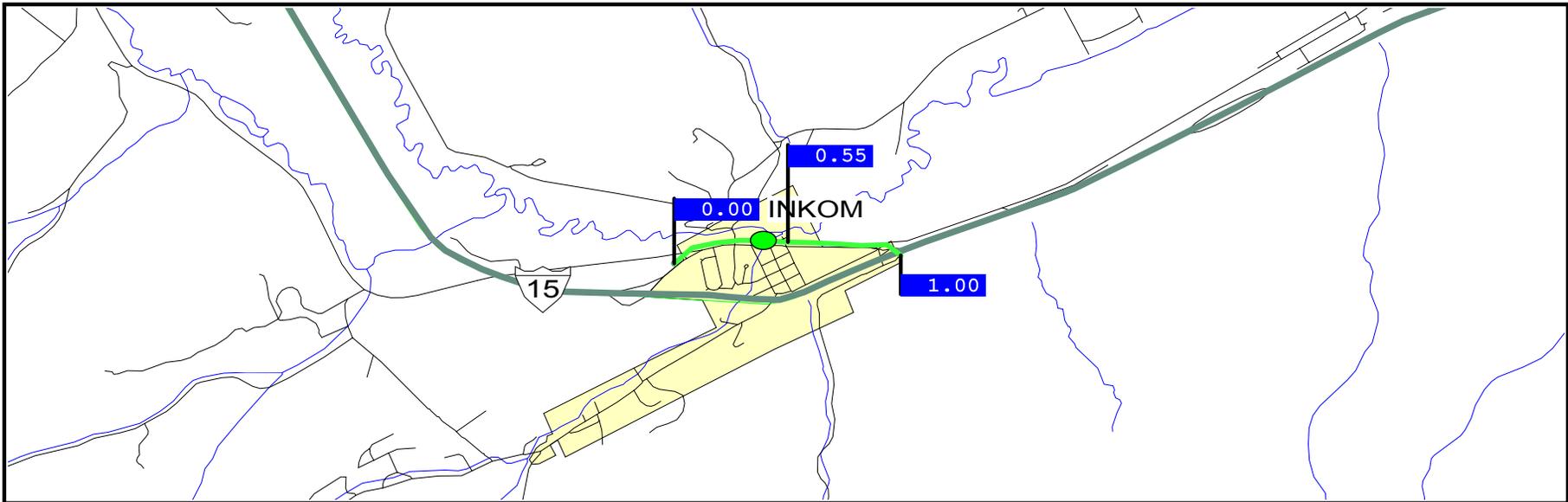
TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE	RESURFACE
	2010	2011	2010	2007	2008
	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$454,000	\$430,000	\$1,286,000	\$2,280,000	\$2,036,000
TOTAL	\$454,000	\$430,000	\$1,286,000	\$2,280,000	\$2,036,000
ACCESS CONTROL (FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES (DES.)	4	4	4	4	4



RURAL

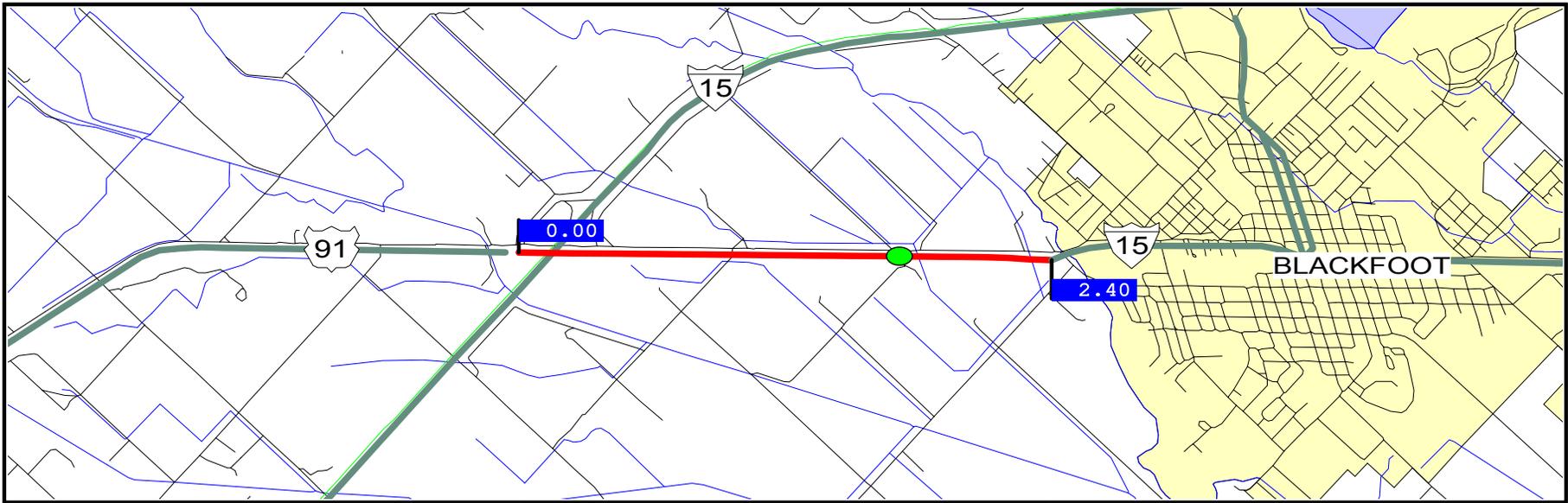
MILEPOSTS	0.00 - 2.02	2.02 - 3.20	3.20 - 3.61	3.82 - 4.27	4.27 - 4.55
COUNTY	BANNOCK	BANNOCK	BANNOCK	BANNOCK	BANNOCK
HIGHWAY DISTRICT #	5	5	5	5	5
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	DENSE	DENSE	RURAL	RURAL
SECTION LENGTH	2.015	1.182	0.411	0.452	0.276
NUM OF LANES (EXISTING)	2	2	2	2	2
LANES					
WIDTH	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE				
SHOULDER					
WIDTH	7	0	6	4	4
MATERIAL TYPE	COMBINATION	CURBED	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	900	1,209	1,400	7,900	6,914
ADT (FUTURE) -- 20 YEAR	1,105	1,499	1,739	9,697	8,487
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	ONE LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	MILL INLAY&OVER	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1998	1998	1991	1999	1991
SEAL COAT YEAR	----	1998	1998	1999	----
S/N OR D	4.3	5.1	4.5	6.1	4.5
PERCENT TRUCKS--PEAK	5	9	10	5	5
V/C RATIO	0.05	0.07	0.07	0.35	0.30
CRACK/ROUGH/FINAL INDEX	3.5/2.6/3.1	3.0/2.8/2.9	4.0/3.3/3.7	5.0/3.4/4.2	3.0/2.1/2.6

TYPE OF IMPROVEMENT	RESURFACE		RESURFACE WITH SHLD IMPROVMENT 2007 PSR < RESRF-PSR SHLD WIDTH-R
	2013 PSR < RESRF-PSR	2010 PSR < RESRF-PSR	
YEAR OF IMPROVEMENT	2013	2010	
SYSTEM DEFICIENCY:			
SYSTEM DEFICIENCY:			
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$0	\$2,000
FOR CONSTRUCTION	\$278,000	\$163,000	\$88,000
TOTAL	\$278,000	\$163,000	\$90,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2



RURAL

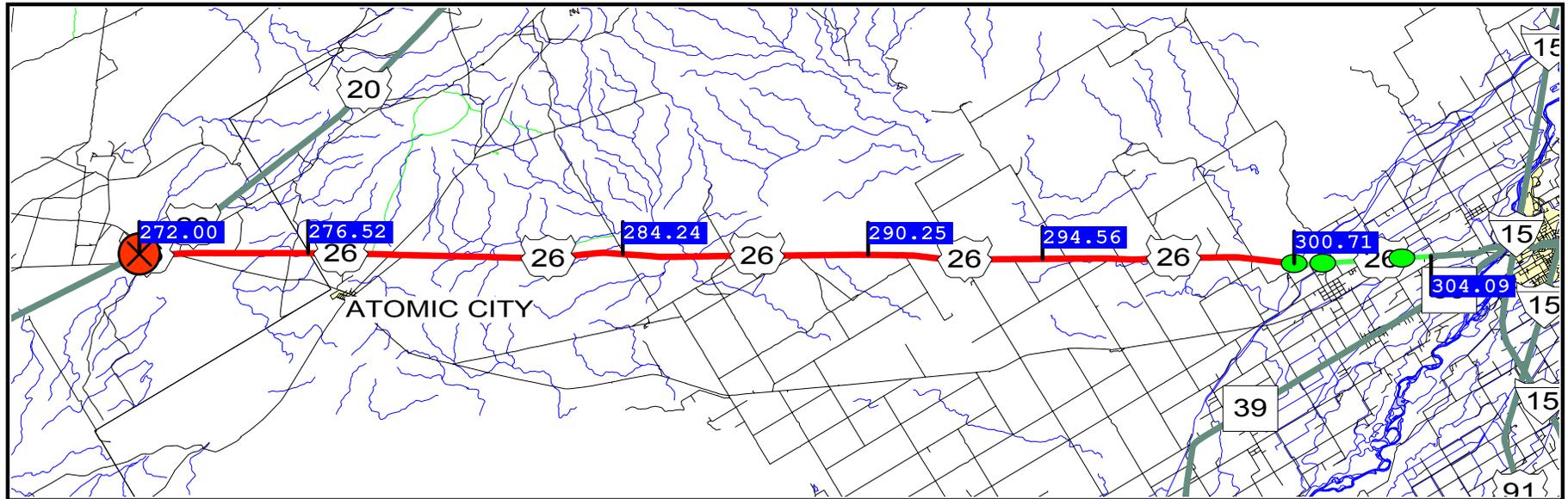
MILEPOSTS	0.00 - 0.55	0.55 - 1.00
COUNTY	BANNOCK	BANNOCK
HIGHWAY DISTRICT #	5	5
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	DENSE	DENSE
SECTION LENGTH	0.550	0.450
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	8	1
MATERIAL TYPE	BITUMINOUS	STABILIZED
MEDIAN WIDTH	--	--
ADT (CURRENT)	1,849	2,138
ADT (FUTURE) -- 20 YEAR	2,283	2,635
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLY	PLNT MIX OVLY
YEAR OF IMPROVEMENT	1998	1998
SEAL COAT YEAR	----	----
S/N OR D	4.1	4.1
PERCENT TRUCKS--PEAK	8	7
V/C RATIO	0.07	0.09
CRACK/ROUGH/FINAL INDEX	4.2/3.1/3.8	4.4/3.2/3.9



RURAL

MILEPOSTS	0.00 - 2.40
COUNTY	BINGHAM
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	2.400
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	4
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	5,423
ADT (FUTURE) -- 20 YEAR	6,670
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1923
SEAL COAT YEAR	1999
S/N OR D	2.0
PERCENT TRUCKS--PEAK	6
V/C RATIO	0.23
CRACK/ROUGH/FINAL INDEX	3.0/3.1/3.0

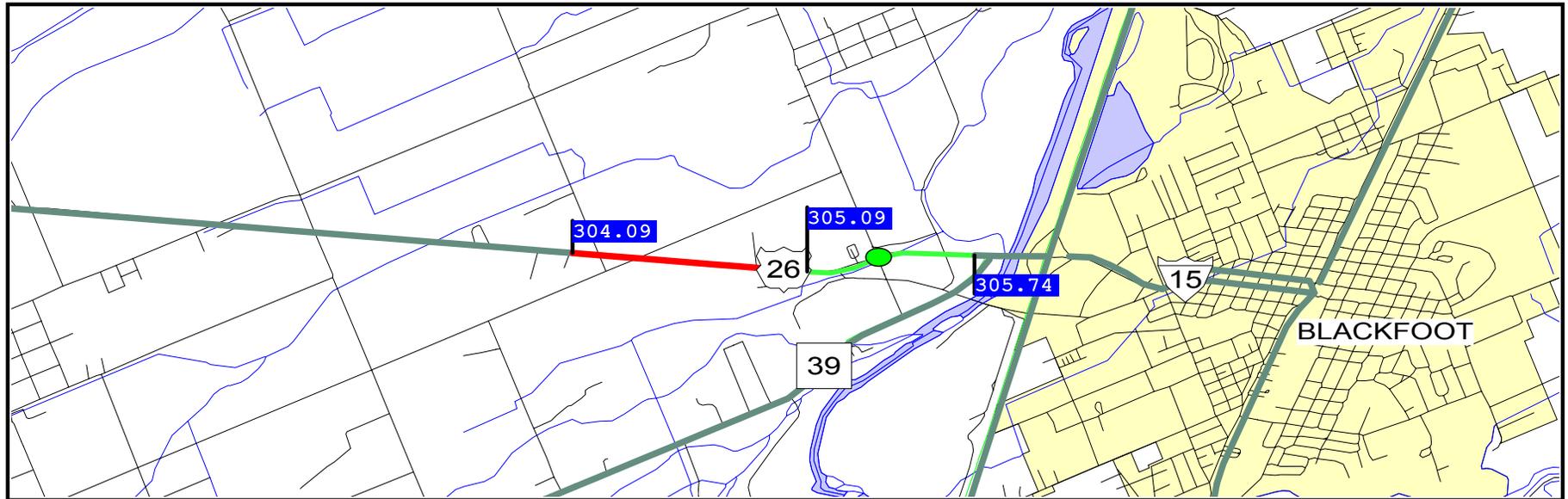
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$10,000
FOR CONSTRUCTION	\$528,000
TOTAL	\$538,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



RURAL

MILEPOSTS	272.00 - 276.53	276.52 - 284.24	284.24 - 290.25	290.25 - 294.56	294.56 - 300.71	300.71 - 304.09
COUNTY	BUTTE	BINGHAM	BINGHAM	BINGHAM	BINGHAM	BINGHAM
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.525	7.719	6.006	4.310	6.155	3.375
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER						
WIDTH	5	4	5	4	5	6
MATERIAL TYPE	COMBINATION	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,200	1,472	1,500	1,500	1,539	3,187
ADT (FUTURE) -- 20 YEAR	1,794	2,174	2,216	2,216	2,269	4,644
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVFLY
YEAR OF IMPROVEMENT	1984	1984	1984	1984	1954	1989
SEAL COAT YEAR	1995	1995	1995	1995	1986	1986
S/N OR D	3.8	3.8	3.8	3.8	1.9	3.5
PERCENT TRUCKS--PEAK	15	12	11	11	11	7
V/C RATIO	0.07	0.08	0.09	0.09	0.09	0.15
CRACK/ROUGH/FINAL INDEX	2.8/3.6/3.2	2.8/3.4/3.1	3.7/3.6/3.7	4.1/3.8/4.0	4.8/3.8/4.3	5.0/3.6/4.3

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2005	RESURFACE WITH SHLD IMPROVMENT 2005	RESURFACE WITH SHLD IMPROVMENT 2012	RESURFACE WITH SHLD IMPROVMENT 2015	RESURFACE WITH SHLD IMPROVMENT 2011
YEAR OF IMPROVEMENT					
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHOULDER TYPE	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R				
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$27,000	\$46,000	\$60,000	\$43,000	\$62,000
FOR CONSTRUCTION	\$1,439,000	\$2,455,000	\$2,030,000	\$1,457,000	\$2,080,000
TOTAL	\$1,466,000	\$2,501,000	\$2,090,000	\$1,500,000	\$2,142,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2	2

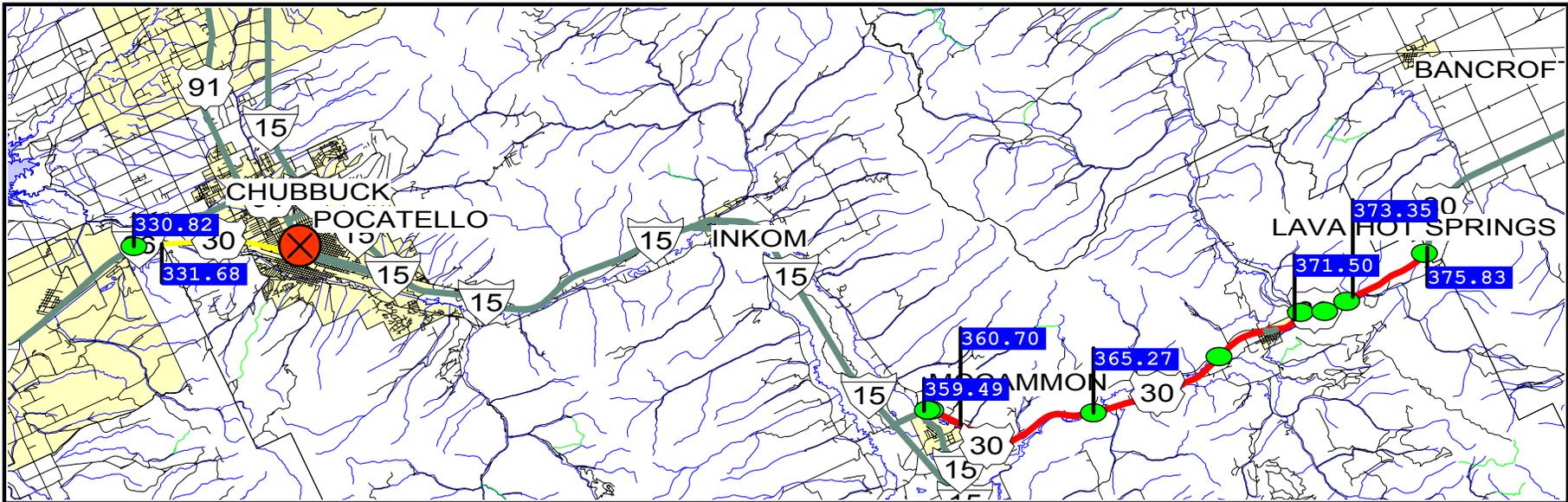


RURAL

MILEPOSTS	304.09 - 305.09	305.09 - 305.74
COUNTY	BINGHAM	BINGHAM
HIGHWAY DISTRICT #	5	5
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	1.000	0.653
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	6	8
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	8,274	9,176
ADT (FUTURE) -- 20 YEAR	11,868	13,162
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1989	1989
SEAL COAT YEAR	----	----
S/N OR D	3.5	3.5
PERCENT TRUCKS--PEAK	2	2
V/C RATIO	0.15	0.16
CRACK/ROUGH/FINAL INDEX	4.0/3.7/3.9	5.0/3.6/4.4

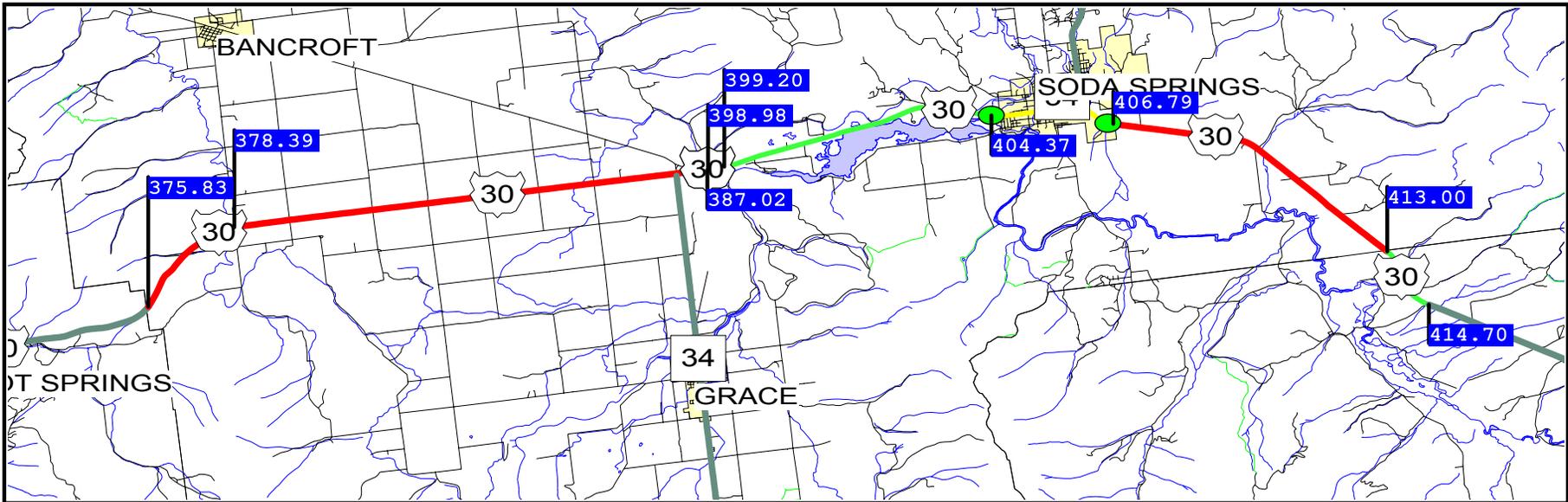
TYPE OF IMPROVEMENT	RESURFACE WITH
	SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2014
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$12,000
FOR CONSTRUCTION	\$636,000
TOTAL	\$648,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4

RURAL



MILEPOSTS	330.82 - 331.68	359.49 - 360.70	360.70 - 365.27	365.27 - 371.50	371.50 - 373.35	373.35 - 375.83
COUNTY	POWER	BANNOCK	BANNOCK	BANNOCK	BANNOCK	BANNOCK
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	MAJOR COLLECTOR	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NON-NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	NO	YES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.861	1.211	4.564	6.229	1.856	2.474
NUM OF LANES (EXISTING)	4	2	2	2	3	4
LANES						
WIDTH	48	24	24	24	36	48
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER						
WIDTH	8	5	5	5	8	5
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	14	--	--	--	--	--
ADT (CURRENT)	5,749	5,000	4,387	4,014	4,866	5,000
ADT (FUTURE) -- 20 YEAR	7,155	7,503	6,622	6,130	7,461	7,666
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLY	MILL INLAY&OVER	PLNT MIX OVLY	MILL AND INLAY	MILL AND INLAY
YEAR OF IMPROVEMENT	1953	1976	2001	1990	1997	1997
SEAL COAT YEAR	1992	1999	2002	1994	1989	1989
S/N OR D	2.5	2.4	3.5	5.3	3.7	3.7
PERCENT TRUCKS--PEAK	11	17	19	22	24	24
V/C RATIO	0.10	0.28	0.25	0.23	0.21	0.11
CRACK/ROUGH/FINAL INDEX	1.6/3.3/2.3	5.0/3.1/4.1	5.0/3.5/4.3	4.0/3.5/3.8	5.0/3.4/4.2	5.0/3.6/4.3

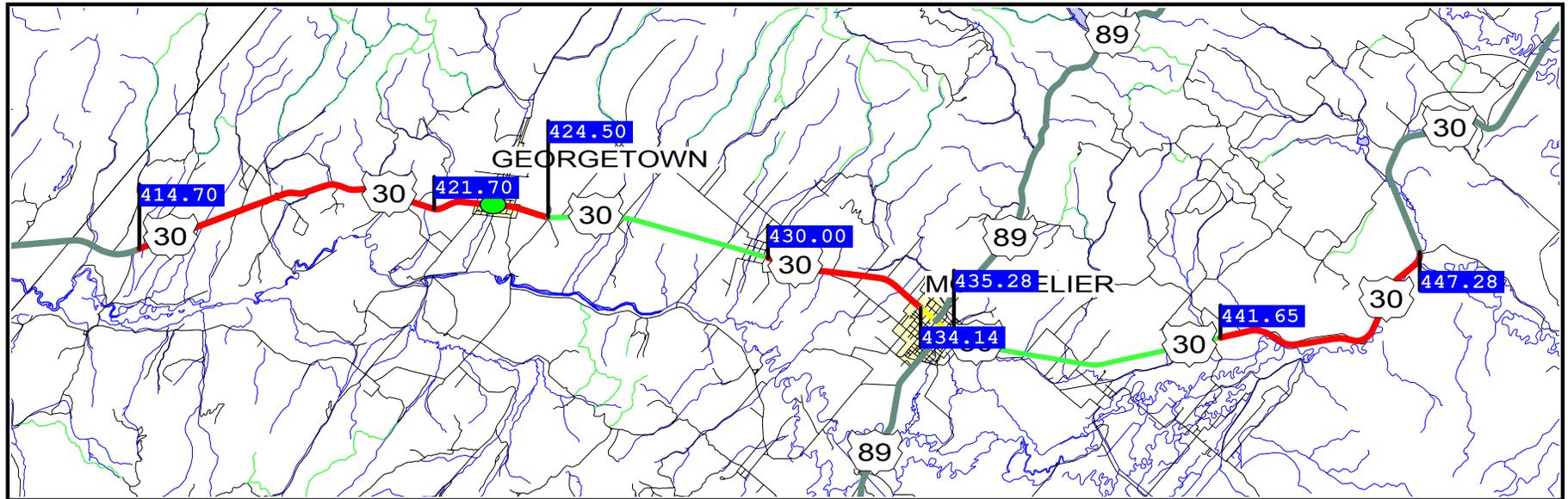
TYPE OF IMPROVEMENT	RESURFACE WITH ALIGNMNT IMPROV 2003	RESURFACE WITH SHLD IMPROVMENT 2011	RESURFACE WITH SHLD IMPROVMENT 2011	RESURFACE WITH SHLD IMPROVMENT 2015	RESURFACE 2011	RESURFACE WITH SHLD IMPROVMENT 2011
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$24,000	\$12,000	\$46,000	\$62,000	\$0	\$59,000
FOR CONSTRUCTION	\$558,000	\$409,000	\$1,543,000	\$2,105,000	\$724,000	\$2,147,000
TOTAL	\$582,000	\$421,000	\$1,589,000	\$2,167,000	\$724,000	\$2,206,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	4	2	2	2	3	4



RURAL

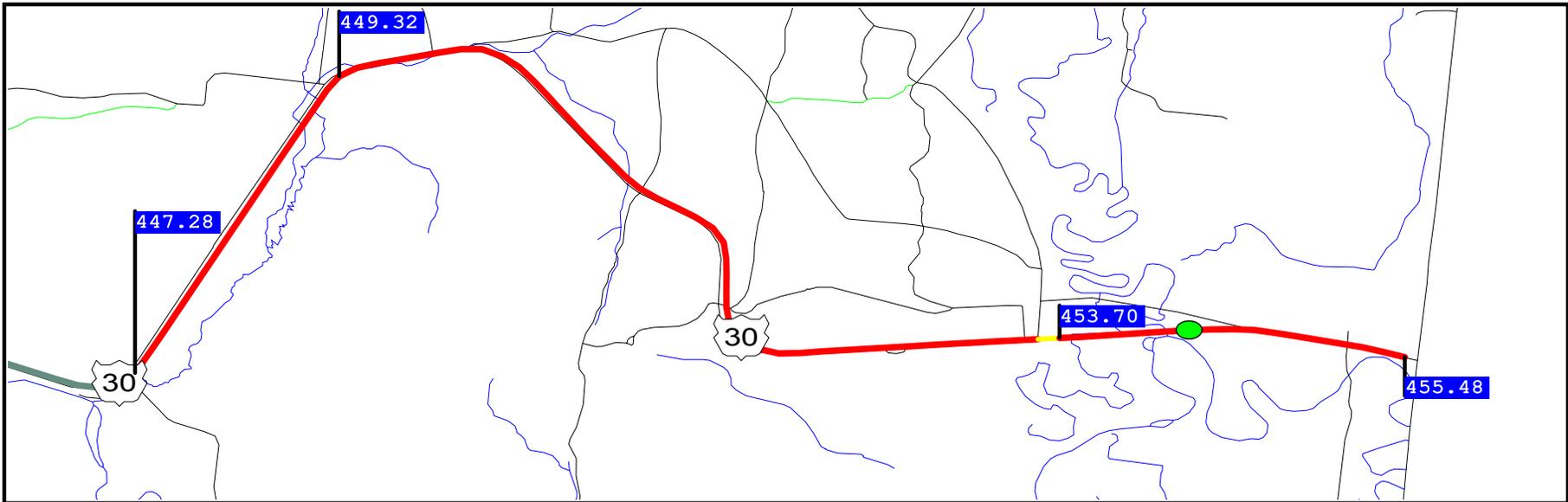
MILEPOSTS	375.83 - 378.39	378.39 - 387.02	398.98 - 399.20	399.20 - 404.37	406.79 - 413.00	413.00 - 414.70
COUNTY	CARIBOU	CARIBOU	CARIBOU	CARIBOU	CARIBOU	BEAR LAKE
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	MOUNTAINOUS	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.563	8.630	0.220	5.166	6.214	1.700
NUM OF LANES (EXISTING)	4	2	4	4	2	2
LANES						
WIDTH	48	24	48	48	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	6	8	8	4	5	6
MATERIAL TYPE	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	5,000	4,304	5,400	5,712	4,016	4,000
ADT (FUTURE) -- 20 YEAR	7,666	6,535	8,151	8,521	6,074	6,050
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	MILL AND INLAY	PLNT MIX OVLY	NW CONS/RCN FLX	NW CONS/RCN FLX	MILL INLAY&OVER	MILL INLAY&OVER
YEAR OF IMPROVEMENT	1997	1990	1931	2001	1996	1996
SEAL COAT YEAR	1999	1999	1995	2001	1991	1991
S/N OR D	3.7	3.7	1.9	7.0	3.8	4.4
PERCENT TRUCKS--PEAK	24	20	18	15	19	19
V/C RATIO	0.11	0.20	0.10	0.10	0.16	0.16
CRACK/ROUGH/FINAL INDEX	5.0/3.4/4.2	3.2/3.3/3.2	5.0/3.7/4.4	5.0/3.5/4.3	4.5/3.9/4.2	4.5/3.8/4.2

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2011	2007	2011	2014
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHOULDER TYPE		SHOULDER TYPE
SYSTEM DEFICIENCY:				SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$0	\$52,000	\$0	\$37,000
FOR CONSTRUCTION	\$1,333,000	\$2,744,000	\$70,000	\$1,976,000
TOTAL	\$1,333,000	\$2,796,000	\$70,000	\$2,013,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	2	4	2



MILEPOSTS	414.70 - 421.70	421.70 - 424.50	424.50 - 430.00	430.00 - 434.14	435.28 - 441.65	441.65 - 447.28
COUNTY	BEAR LAKE	BEAR LAKE	BEAR LAKE	BEAR LAKE	BEAR LAKE	BEAR LAKE
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	DENSE	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	7.000	2.800	5.500	4.137	6.367	5.629
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	6	4	5	5	5	5
MATERIAL TYPE	COMBINATION	COMBINATION	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	4,000	4,003	3,949	4,019	1,626	1,500
ADT (FUTURE) -- 20 YEAR	6,050	6,090	6,043	6,174	2,603	2,429
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	MILL INLAY&OVER	MILL INLAY&OVER	PLNT MIX OVLAY	RUT FILLING &SS	NW CONS/RCN CON	HOT IN PL W/OV
YEAR OF IMPROVEMENT	1995	1995	1996	2000	1963	1994
SEAL COAT YEAR	1991	1991	1998	1998	1999	1999
S/N OR D	3.6	3.6	5.0	3.5	5.8	3.2
PERCENT TRUCKS--PEAK	19	21	23	24	38	40
V/C RATIO	0.18	0.19	0.16	0.16	0.10	0.09
CRACK/ROUGH/FINAL INDEX	4.5/3.9/4.2	4.0/3.6/3.8	5.0/3.8/4.4	3.0/3.7/3.3	5.0/3.5/4.3	2.5/3.4/2.9

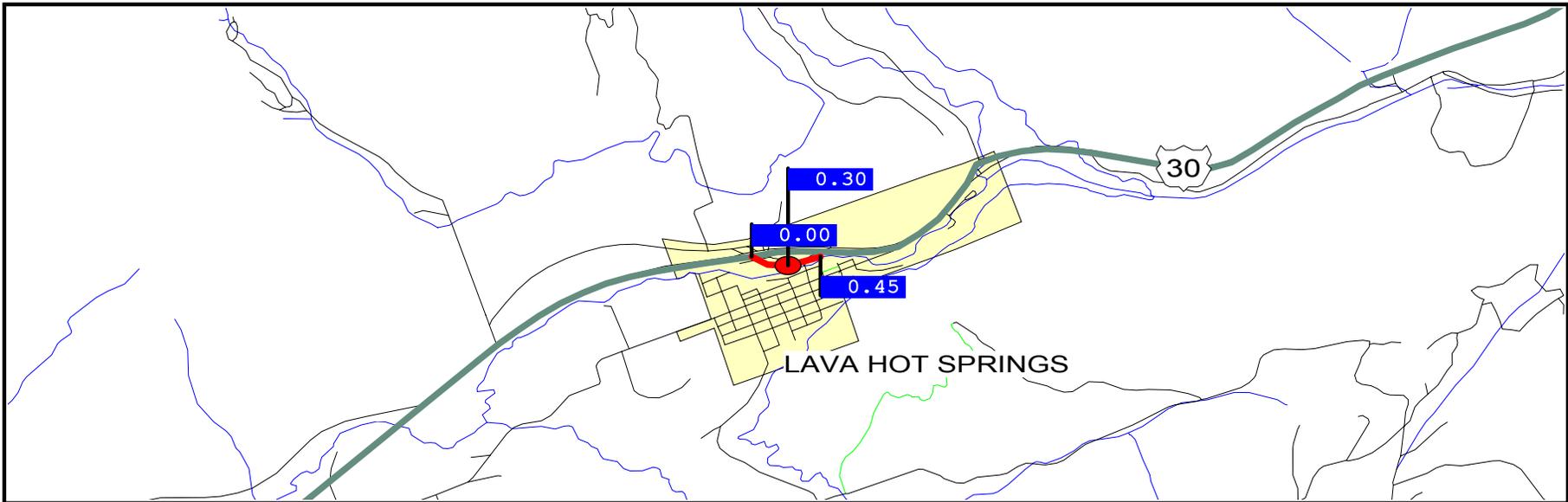
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2011	RESURFACE WITH SHLD IMPROVMENT 2009	RESURFACE WITH SHLD IMPROVMENT 2005	RESURFACE WITH SHLD IMPROVMENT 2004
YEAR OF IMPROVEMENT				
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHOULDER TYPE SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$70,000	\$28,000	\$25,000	\$56,000
FOR CONSTRUCTION	\$2,366,000	\$946,000	\$1,316,000	\$1,903,000
TOTAL	\$2,436,000	\$974,000	\$1,341,000	\$1,959,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2



MILEPOSTS	447.28 - 449.32	449.32 - 453.70	453.70 - 455.48
COUNTY	BEAR LAKE	BEAR LAKE	BEAR LAKE
HIGHWAY DISTRICT #	5	5	5
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL
SECTION LENGTH	2.043	4.380	1.781
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	5	6	5
MATERIAL TYPE	BITUMINOUS	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	1,700	1,700	1,700
ADT (FUTURE) -- 20 YEAR	2,689	2,689	2,689
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	HOT IN PL W/OV	HOT IN PL W/OV	HOT IN PL W/OV
YEAR OF IMPROVEMENT	1993	1993	1993
SEAL COAT YEAR	1999	1999	1999
S/N OR D	3.5	4.4	4.4
PERCENT TRUCKS--PEAK	34	34	34
V/C RATIO	0.09	0.10	0.09
CRACK/ROUGH/FINAL INDEX	2.5/3.6/3.0	2.5/3.7/3.1	3.0/3.5/3.2

RURAL

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2004	RESURFACE WITH SHLD IMPROVMENT 2004	RESURFACE WITH SHLD IMPROVMENT 2007
YEAR OF IMPROVEMENT			
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$12,000	\$44,000	\$11,000
FOR CONSTRUCTION	\$650,000	\$1,480,000	\$566,000
TOTAL	\$662,000	\$1,524,000	\$577,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	2	2



MILEPOSTS	0.00 - 0.30	0.30 - 0.45
COUNTY	BANNOCK	BANNOCK
HIGHWAY DISTRICT #	5	5
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE	DENSE
SECTION LENGTH	0.300	0.145
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	22
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMINOUS
SHOULDER		
WIDTH	1	1
MATERIAL TYPE	BITUMINOUS	STABILIZED
MEDIAN WIDTH	--	--
ADT (CURRENT)	939	250
ADT (FUTURE) -- 20 YEAR	1,440	383
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLY	PLNT MIX OVLY
YEAR OF IMPROVEMENT	1952	1952
SEAL COAT YEAR	----	----
S/N OR D	2.3	2.3
PERCENT TRUCKS--PEAK	5	6
V/C RATIO	0.06	0.03
CRACK/ROUGH/FINAL INDEX	4.0/2.6/3.5	3.0/2.0/2.6

RURAL

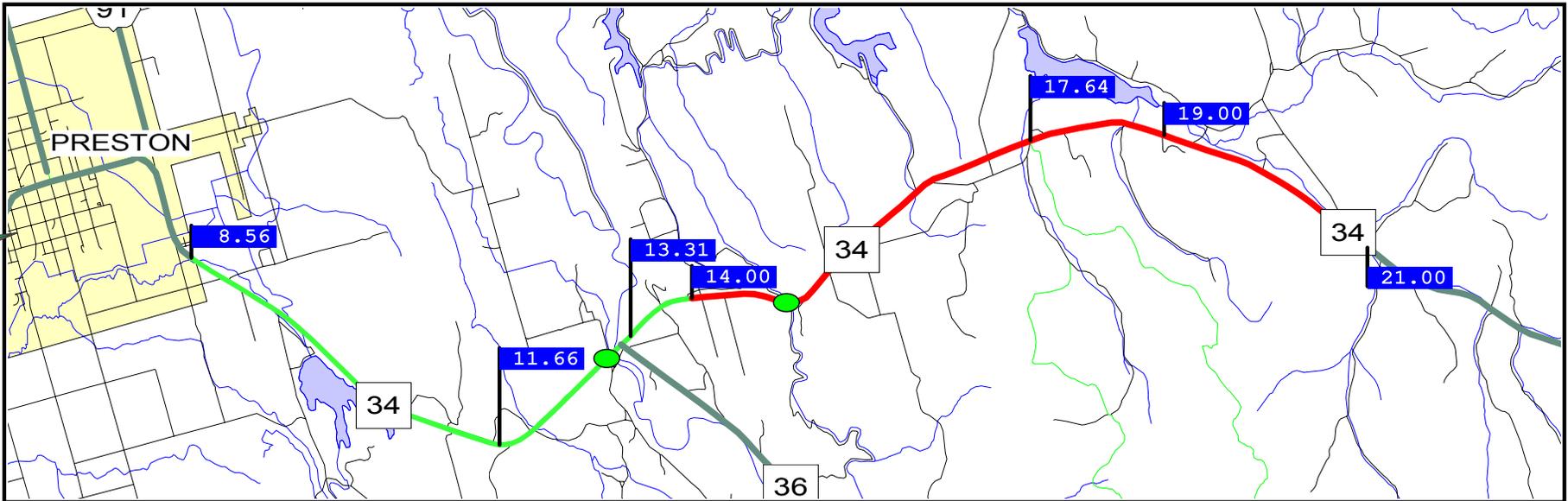
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2015	RESURFACE WITH SHLD IMPROVMENT 2010
YEAR OF IMPROVEMENT		
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$2,000	\$1,000
FOR CONSTRUCTION	\$74,000	\$36,000
TOTAL	\$76,000	\$37,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

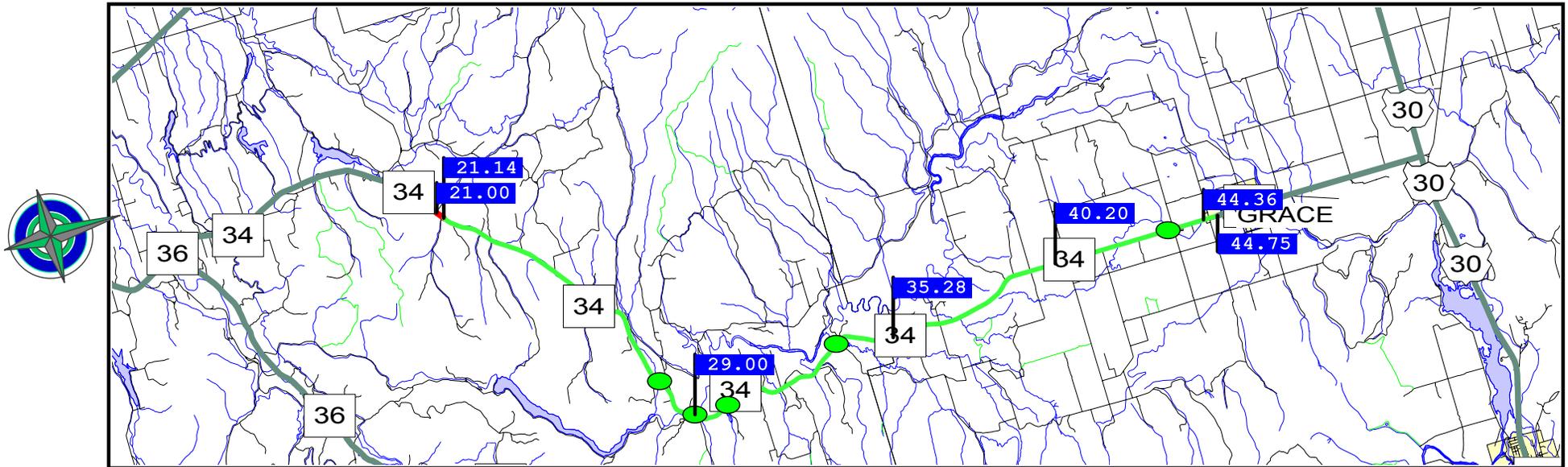
BRIDGE KEY	13800
FEATURES	PORTNEUF RIVER
MILEPOST	0.24
SQUARE FOOTAGE	1410
PROGRAMMED YEAR	
SUFFICIENCY RATING	80.8
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT

RURAL



MILEPOSTS	8.56 - 11.66	11.66 - 13.31	13.31 - 14.00	14.00 - 17.64	17.64 - 19.00	19.00 - 21.00
COUNTY	FRANKLIN	FRANKLIN	FRANKLIN	FRANKLIN	FRANKLIN	FRANKLIN
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	NO	YES	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.100	1.655	0.685	3.640	1.360	2.000
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	4	4	3	2	3	2
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	2,355	2,064	1,100	768	710	728
ADT (FUTURE) -- 20 YEAR	2,896	2,538	1,358	956	885	908
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	RESURFACE FLEX	PLNT MIX OVLAY	NW CONS/RCN FLX	SCRUB COAT
YEAR OF IMPROVEMENT	1997	1998	1964	1998	1968	1998
SEAL COAT YEAR	1993	1997	1993	2002	2002	2002
S/N OR D	4.4	4.4	3.9	2.9	2.1	2.1
PERCENT TRUCKS--PEAK	6	6	8	11	12	12
V/C RATIO	0.13	0.12	0.06	0.05	0.04	0.05
CRACK/ROUGH/FINAL INDEX	4.9/3.4/4.2	5.0/3.4/4.3	5.0/3.5/4.3	3.0/3.4/3.2	4.8/3.4/4.2	2.4/3.3/2.8

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2008	RESURFACE WITH SHLD IMPROVMENT 2013	RESURFACE WITH SHLD IMPROVMENT 2004
YEAR OF IMPROVEMENT			
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$36,000	\$14,000	\$20,000
FOR CONSTRUCTION	\$1,041,000	\$389,000	\$572,000
TOTAL	\$1,077,000	\$403,000	\$592,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2

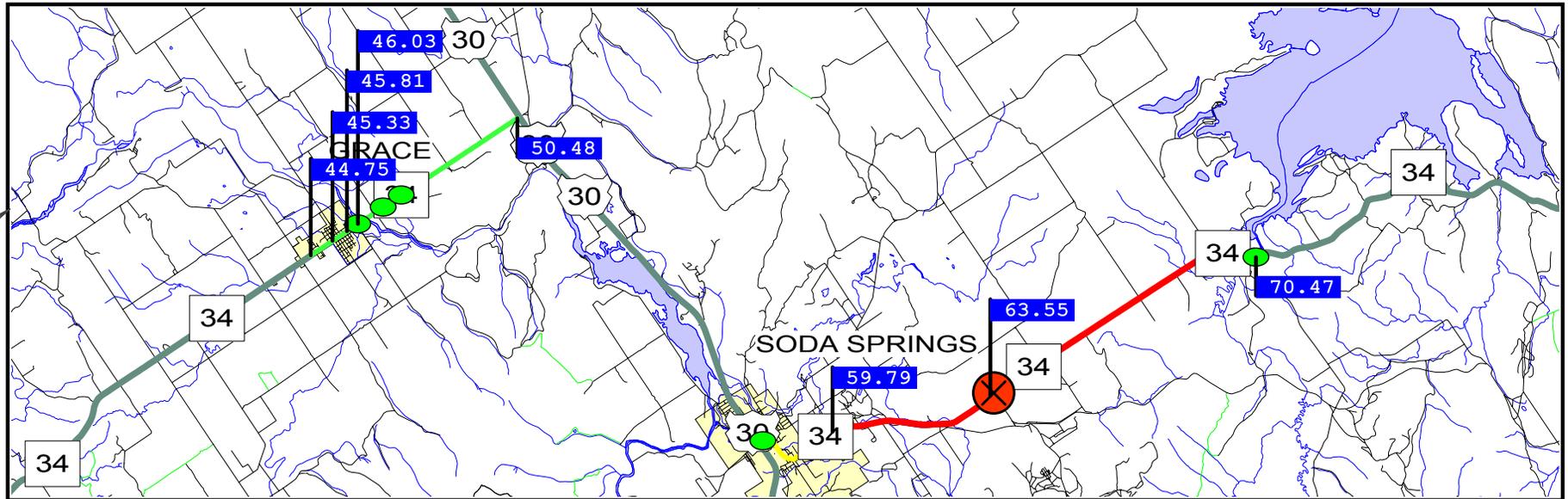


RURAL

MILEPOSTS	21.00 - 21.14	21.14 - 29.00	29.00 - 35.28	35.28 - 40.20	40.20 - 44.36	44.36 - 44.75
COUNTY	FRANKLIN	FRANKLIN	FRANKLIN	CARIBOU	CARIBOU	CARIBOU
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	YES	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.137	7.863	6.280	4.920	4.158	0.392
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	4	5	3	5	5	5
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	740	795	841	865	1,203	1,781
ADT (FUTURE) -- 20 YEAR	923	989	1,045	1,072	1,480	2,203
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	COLD IN PL W/OV	COLD IN PL W/OV
YEAR OF IMPROVEMENT	1972	1972	1999	1999	1997	1997
SEAL COAT YEAR	1995	1995	1999	1999	1994	1988
S/N OR D	4.2	6.5	4.3	3.4	3.5	3.5
PERCENT TRUCKS--PEAK	11	11	10	9	6	8
V/C RATIO	0.05	0.05	0.05	0.05	0.06	0.08
CRACK/ROUGH/FINAL INDEX	2.2/3.4/2.7	4.0/2.6/3.4	5.0/3.4/4.3	5.0/3.4/4.3	5.0/3.7/4.4	5.0/3.7/4.4

TYPE OF IMPROVEMENT	RESURFACE WITH
	SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2004
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$1,000
FOR CONSTRUCTION	\$39,000
TOTAL	\$40,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

RURAL



MILEPOSTS	44.75 - 45.33	45.33 - 45.81	45.81 - 46.03	46.03 - 50.48	59.79 - 63.55	63.55 - 70.47
COUNTY	CARIBOU	CARIBOU	CARIBOU	CARIBOU	CARIBOU	CARIBOU
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	YES	NO
STRUCTURES	NO	NO	NO	YES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.582	0.479	0.217	4.448	3.754	6.921
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	10	0	10	8	8	4
MATERIAL TYPE	COMBINATION	CURBED	BITUMINOUS	BITUMINOUS	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,800	1,800	1,944	2,000	1,960	470
ADT (FUTURE) -- 20 YEAR	2,227	2,227	2,400	2,470	2,439	585
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	COLD IN PL W/OV	COLD IN PL W/OV	COLD IN PL W/OV	COLD IN PL W/OV	NW CONS/RCN FLX	ROAD MIX OVLAY
YEAR OF IMPROVEMENT	1997	1997	1997	1997	1974	1975
SEAL COAT YEAR	1988	1988	1988	1989	1999	1999
S/N OR D	4.4	4.4	4.4	4.2	1.4	3.2
PERCENT TRUCKS--PEAK	9	9	8	8	11	11
V/C RATIO	0.08	0.10	0.09	0.11	0.09	0.05
CRACK/ROUGH/FINAL INDEX	5.0/3.8/4.5	5.0/3.2/4.3	5.0/3.7/4.4	5.0/3.5/4.3	2.4/2.7/2.5	2.0/3.0/2.4

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 SYSTEM DEFICIENCY:
 COST OF IMPROVEMENT
 FOR ROW AND UTIL
 FOR CONSTRUCTION
 TOTAL
 ACCESS CONTROL (FUTURE)
 NUM OF LANES (DES.)

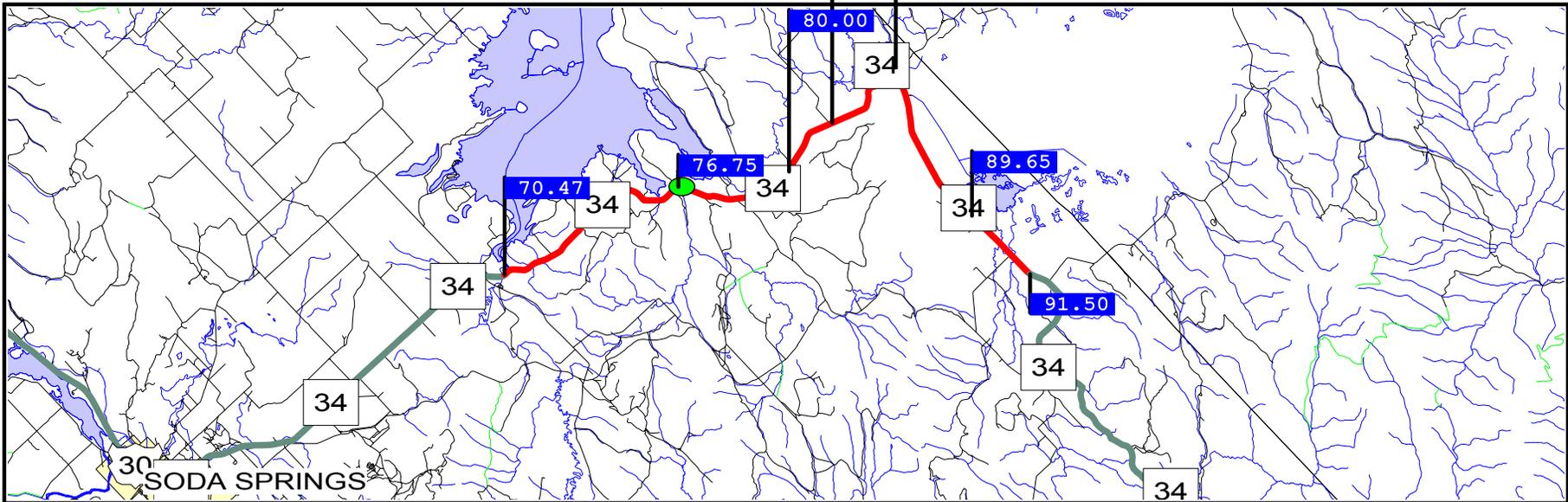


RESURFACE 2005 PSR < RESRF-PSR	RESURFACE 2004 PSR < RESRF-PSR
\$0	\$0
\$518,000	\$1,010,000
\$518,000	\$1,010,000
NO CONTROL	NO CONTROL
2	2

RR CROSSING NUMBER	810757U
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	4
SPEED RANGE	3 TO 20
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	1
SPEED SELECTION	NOT APPLICABLE

R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$50,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$50,000
ADMINISTRATIVE	\$2,500
TOI CROSSING SURFACE	CONCRETE SLAB

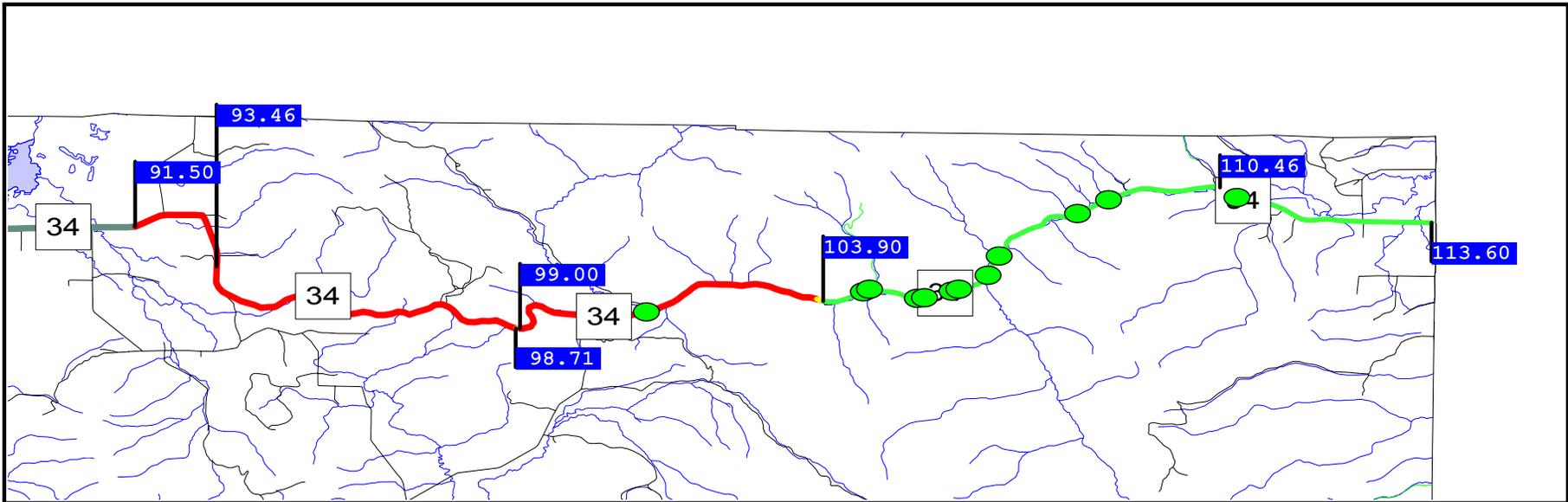


MILEPOSTS	70.47 - 76.75	76.75 - 80.00	80.00 - 82.00	82.00 - 85.20	85.20 - 89.65	89.65 - 91.50
COUNTY	CARIBOU	CARIBOU	CARIBOU	CARIBOU	CARIBOU	CARIBOU
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	6.278	3.252	2.000	3.199	4.451	1.850
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	22	22	22	22	22	24
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMNOUS	MIXED BITUMNOUS	MIXED BITUMNOUS	MIXED BITUMNOUS	MIXED BITUMNOUS
SHOULDER						
WIDTH	1	1	1	2	2	1
MATERIAL TYPE	STABILIZED	EARTH	EARTH	STABILIZED	STABILIZED	STABILIZED
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	350	350	350	350	350	350
ADT (FUTURE) -- 20 YEAR	435	435	435	435	435	435
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	ROAD MIX OVLAY	ROAD MIX OVLAY	ROAD MIX OVLAY	ROAD MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1975	1975	1975	1975	1956	1956
SEAL COAT YEAR	1999	1999	1999	1995	1995	1995
S/N OR D	1.9	2.1	2.1	2.1	1.2	1.2
PERCENT TRUCKS--PEAK	10	10	10	10	10	10
V/C RATIO	0.04	0.04	0.04	0.04	0.04	0.04
CRACK/ROUGH/FINAL INDEX	1.7/2.4/2.0	1.7/2.6/2.1	1.8/2.5/2.1	2.0/2.7/2.3	3.8/3.0/3.5	2.2/3.1/2.6

RURAL

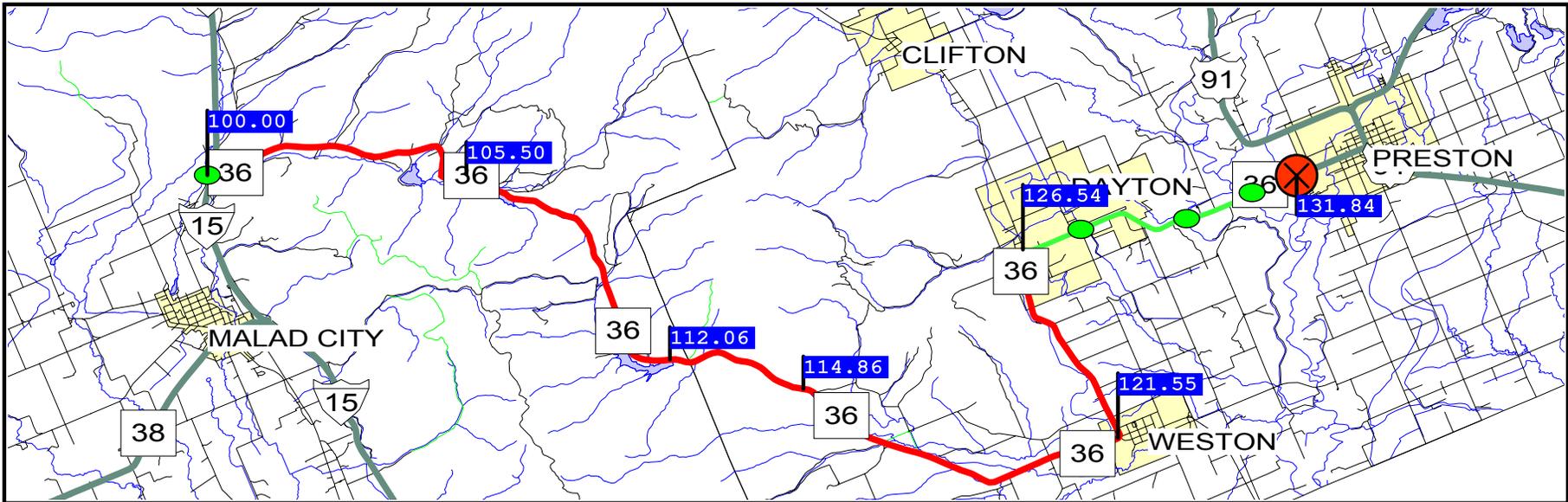
TYPE OF IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN 2003	RESURFACE WITH SHLD IMPROVMENT 2003	RESURFACE WITH SHLD IMPROVMENT 2004	RESURFACE 2004	RESURFACE WITH ALIGNMNT IMPROV 2010	RESURFACE WITH SHLD IMPROVMENT 2005
YEAR OF IMPROVEMENT						
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R		HORIZ ALIGNMENT	SHLD WIDTH-R
SYSTEM DEFICIENCY:	VERT ALIGNMENT					
SYSTEM DEFICIENCY:	SHLD WIDTH-R					
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$188,000	\$26,000	\$16,000	\$0	\$62,000	\$7,000
FOR CONSTRUCTION	\$3,076,000	\$800,000	\$492,000	\$467,000	\$1,442,000	\$407,000
TOTAL	\$3,264,000	\$826,000	\$508,000	\$467,000	\$1,504,000	\$414,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2	2	2

RURAL



MILEPOSTS	91.50 - 93.46	93.46 - 98.71	99.00 - 103.90	103.90 - 110.46	110.46 - 113.60
COUNTY	CARIBOU	CARIBOU	CARIBOU	CARIBOU	CARIBOU
HIGHWAY DISTRICT #	5	5	5	5	5
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.955	5.255	4.900	6.564	3.136
NUM OF LANES (EXISTING)	2	2	2	2	2
LANES					
WIDTH	22	24	24	24	24
MATERIAL TYPE	MIXED BITUMNOUS	HIGH FLEXIBLE	BIT PENETRATION	BIT PENETRATION	BIT PENETRATION
SHOULDER					
WIDTH	2	3	1	2	2
MATERIAL TYPE	STABILIZED	BITUMINOUS	STABILIZED	STABILIZED	STABILIZED
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	349	333	351	360	362
ADT (FUTURE) -- 20 YEAR	433	408	429	440	443
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLY	NW CONS/RCN FLX	PLNT MIX OVLY	PLNT MIX OVLY
YEAR OF IMPROVEMENT	1956	1993	1969	1999	1999
SEAL COAT YEAR	1995	1966	1995	1995	1999
S/N OR D	1.2	3.5	2.9	2.3	2.3
PERCENT TRUCKS--PEAK	10	5	4	4	4
V/C RATIO	0.04	0.04	0.05	0.05	0.04
CRACK/ROUGH/FINAL INDEX	2.0/3.2/2.5	3.5/3.7/3.6	2.5/2.8/2.6	5.0/3.8/4.5	5.0/3.9/4.5

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2004	2015	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:			VERT ALIGNMENT
SYSTEM DEFICIENCY:			SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$0	\$157,000
FOR CONSTRUCTION	\$270,000	\$767,000	\$2,940,000
TOTAL	\$270,000	\$767,000	\$3,097,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2



MILEPOSTS	100.00 - 105.50	105.50 - 112.06	112.06 - 114.86	114.86 - 121.55	121.55 - 126.54	126.54 - 131.84
COUNTY	ONEIDA	ONEIDA	ONEIDA	FRANKLIN	FRANKLIN	FRANKLIN
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	YES
STRUCTURES	YES	NO	NO	NO	NO	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	5.500	6.560	2.800	6.690	4.990	5.300
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMINOUS	MIXED BITUMINOUS	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	1	1	1	1	1	5
MATERIAL TYPE	STABILIZED	EARTH	EARTH	EARTH	BITUMINOUS	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	339	250	250	274	854	1,692
ADT (FUTURE) -- 20 YEAR	419	309	309	338	1,052	2,081
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1958	1958	1965	1967	1967	1964
SEAL COAT YEAR	1999	1999	1998	2002	2002	2002
S/N OR D	1.0	1.5	1.7	2.1	2.1	2.5
PERCENT TRUCKS--PEAK	7	8	8	8	7	6
V/C RATIO	0.02	0.01	0.01	0.01	0.04	0.08
CRACK/ROUGH/FINAL INDEX	4.2/3.2/3.8	3.0/3.3/3.1	2.4/3.1/2.7	3.0/3.1/3.0	2.3/2.9/2.5	5.0/3.4/4.3

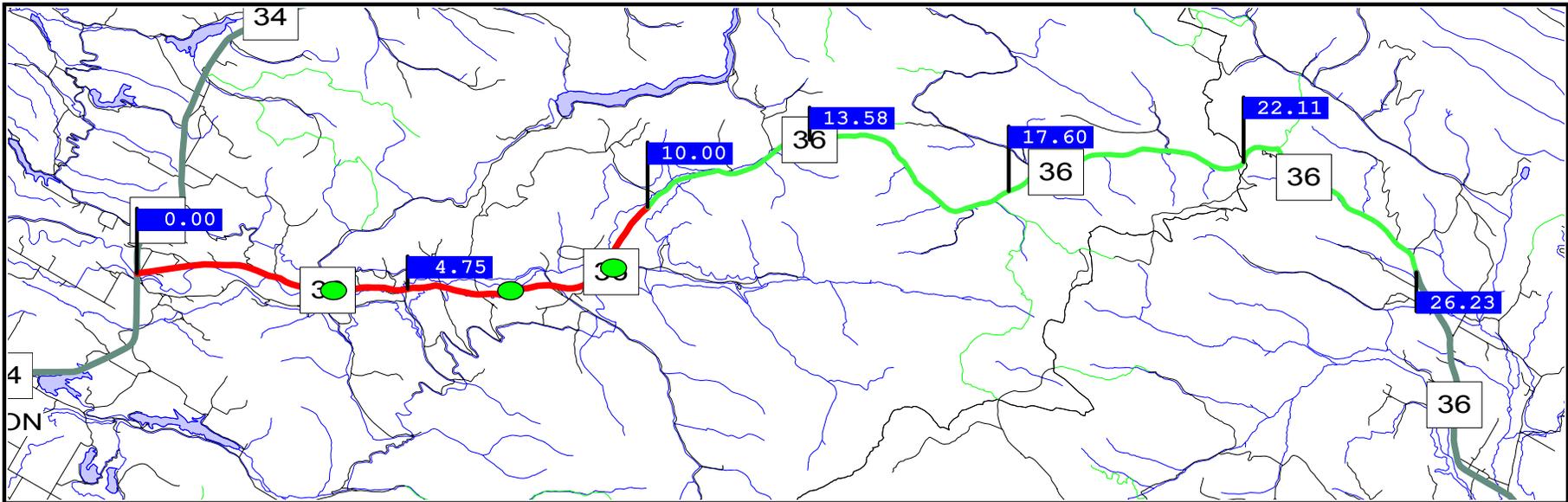
RURAL

TYPE OF IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN 2013	RESURFACE WITH SHLD IMPROVMENT 2009	RESURFACE WITH SHLD IMPROVMENT 2007	RESURFACE WITH SHLD IMPROVMENT 2010	RESURF W/SHLDR IMPROVE & ALIGN 2005
YEAR OF IMPROVEMENT					
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R				SHLD WIDTH-R
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$165,000	\$52,000	\$11,000	\$27,000	\$100,000
FOR CONSTRUCTION	\$2,695,000	\$1,614,000	\$616,000	\$1,472,000	\$2,036,000
TOTAL	\$2,860,000	\$1,666,000	\$627,000	\$1,499,000	\$2,136,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2	2

RR CROSSING NUMBER	806091M
TOTAL THROUGH TRAINS	6
TOT SWITCHING TRAINS	0
SPEED RANGE	55 TO 60
CROSSING SURFACE TYPE	CONCRETE SLAB
TYPES OF CONTROLS	
FLASHING LIGHTS	3
MAST MOUNTED	2
OTHER LIGHTS	1
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$0
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$250,000
ADMINISTRATIVE	\$12,500
TOI CROSSING SURFACE	CONCRETE SLAB

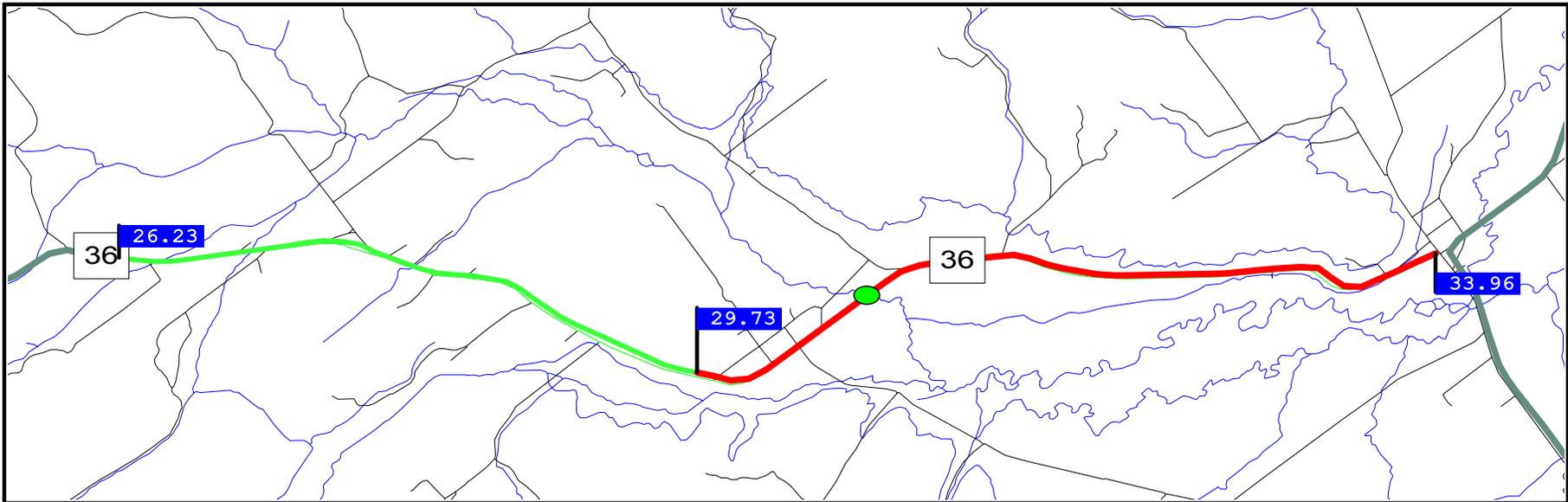


RURAL

MILEPOSTS	0.00 - 4.75	4.75 - 10.00	10.00 - 13.58	13.58 - 17.60	17.60 - 22.11	22.11 - 26.23
COUNTY	FRANKLIN	FRANKLIN	FRANKLIN	FRANKLIN	FRANKLIN	BEAR LAKE
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.752	5.248	3.576	4.024	4.506	4.122
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMINOUS	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	2	2	2	2	1	1
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	EARTH	EARTH	STABLIZED
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	738	405	319	260	260	254
ADT (FUTURE) -- 20 YEAR	909	510	402	327	327	321
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PAVMT XTING GRVL	ROAD MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1961	1974	2000	2000	1998	1998
SEAL COAT YEAR	1994	1997	2000	2000	1997	1995
S/N OR D	2.1	2.1	3.6	2.5	2.8	2.8
PERCENT TRUCKS--PEAK	7	16	16	16	16	17
V/C RATIO	0.07	0.04	0.03	0.03	0.03	0.03
CRACK/ROUGH/FINAL INDEX	3.3/2.7/3.1	2.2/2.7/2.4	5.0/3.5/4.4	4.6/3.2/4.0	4.9/3.8/4.5	4.5/3.7/4.2

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2010	RESURFACE WITH SHLD IMPROVMENT 2004
YEAR OF IMPROVEMENT		
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$38,000	\$42,000
FOR CONSTRUCTION	\$1,169,000	\$1,291,000
TOTAL	\$1,207,000	\$1,333,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

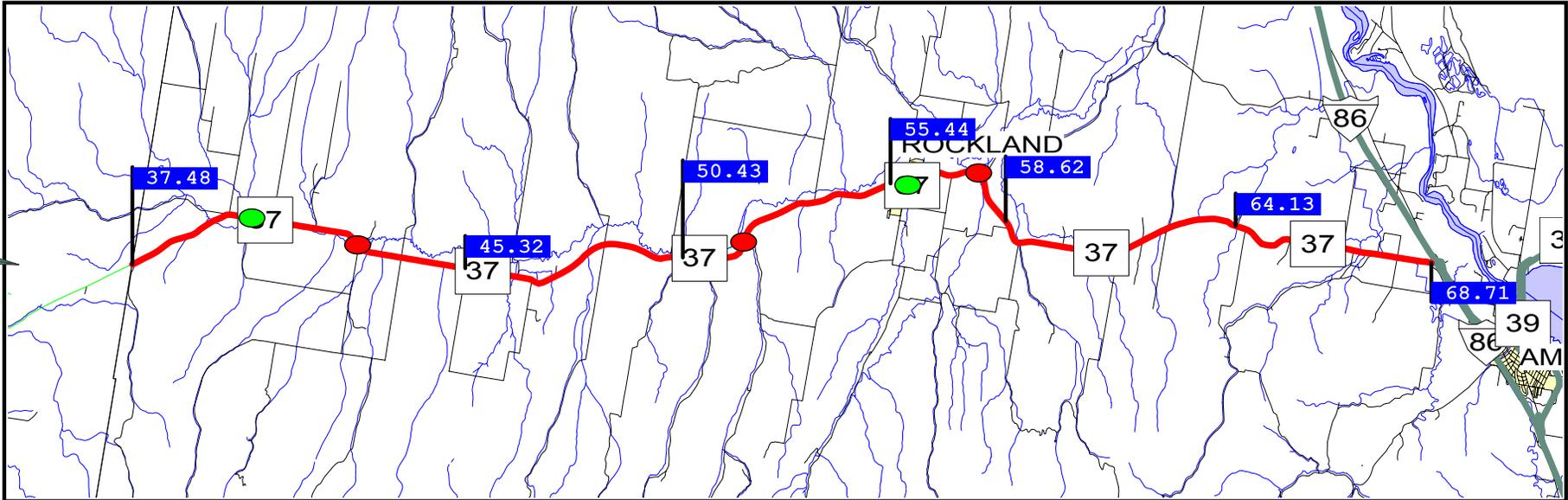
RURAL



MILEPOSTS	26.23 - 29.73	29.73 - 33.96
COUNTY	BEAR LAKE	BEAR LAKE
HIGHWAY DISTRICT #	5	5
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	3.498	4.234
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	2	3
MATERIAL TYPE	EARTH	COMBINATION
MEDIAN WIDTH	--	--
ADT (CURRENT)	328	495
ADT (FUTURE) -- 20 YEAR	412	620
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	2000	1987
SEAL COAT YEAR	2002	2002
S/N OR D	3.1	4.4
PERCENT TRUCKS--PEAK	15	14
V/C RATIO	0.03	0.05
CRACK/ROUGH/FINAL INDEX	4.8/3.6/4.3	3.2/3.6/3.4

TYPE OF IMPROVEMENT	RESURFACE WITH
YEAR OF IMPROVEMENT	SHLD IMPROVMENT
SYSTEM DEFICIENCY:	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	SHLD WIDTH-R
FOR ROW AND UTIL	\$34,000
FOR CONSTRUCTION	\$1,042,000
TOTAL	\$1,076,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

RURAL



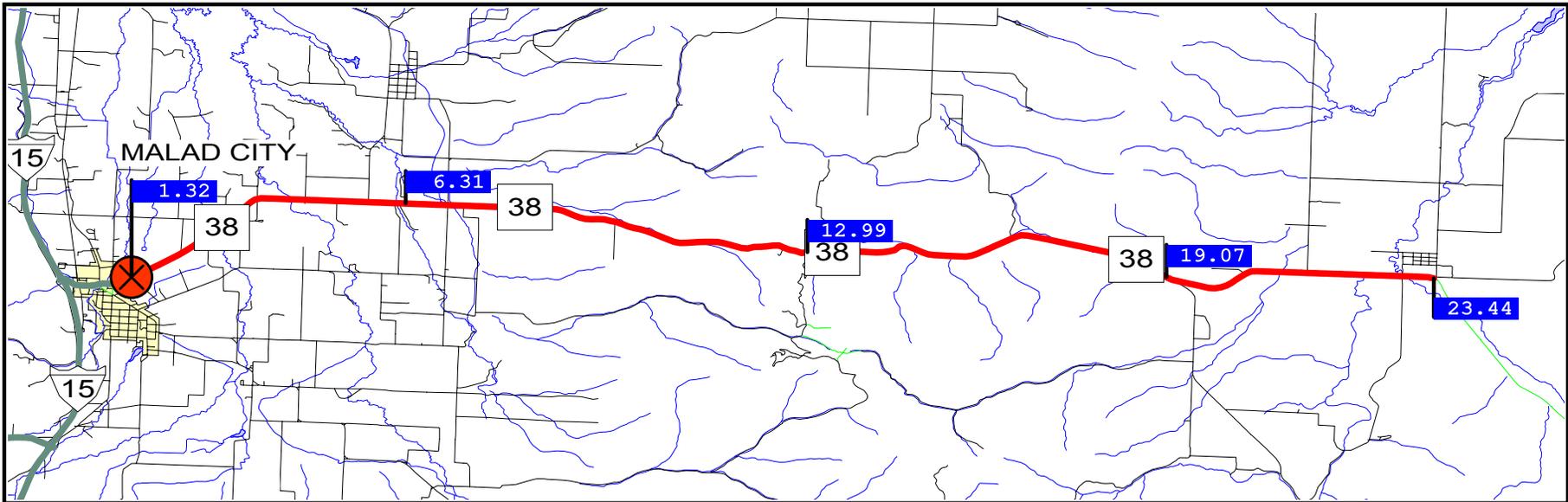
MILEPOSTS	37.48 - 45.32	45.32 - 50.43	50.43 - 55.44	55.44 - 58.62	58.62 - 64.13	64.13 - 68.71
COUNTY	POWER					
HIGHWAY DISTRICT #	5					
FUNCTIONAL CLASS	MAJOR COLLECTOR					
FEDERAL AID SYSTEM	NON-NHS					
RR-XINGS	NO					
STRUCTURES	NO					
TERRAIN TYPE	RURAL-ROLLING					
TYPE OF DEVELOPMENT	RURAL					
SECTION LENGTH	7.837	5.110	5.010	3.180	5.514	4.580
NUM OF LANES (EXISTING)	2					
LANES	2					
WIDTH	22					
MATERIAL TYPE	BIT PENETRATION					
SHOULDER	MIXED BITUMNOUS					
WIDTH	1					
MATERIAL TYPE	STABILIZED					
MEDIAN WIDTH	--					
ADT (CURRENT)	112					
ADT (FUTURE) -- 20 YEAR	139					
ACCESS CONTROL (CURRENT)	NO CONTROL					
WIDENING FEASIBLE?	>= 3 LANES					
AVE. 5 YR. ACC. NOS.	.					
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX					
YEAR OF IMPROVEMENT	1951					
SEAL COAT YEAR	1997					
S/N OR D	1.2					
PERCENT TRUCKS--PEAK	10					
V/C RATIO	0.01					
CRACK/ROUGH/FINAL INDEX	2.9/2.7/2.8		2.9/2.6/2.8		2.8/2.9/2.8	

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2008	RESURFACE WITH SHLD IMPROVMENT 2008	RESURF W/SHLDR IMPROVE & ALIGN 2007	RESURFACE WITH SHLD IMPROVMENT 2005	RESURFACE WITH SHLD IMPROVMENT 2006	RESURFACE WITH SHLD IMPROVMENT 2008
YEAR OF IMPROVEMENT	2008	2008	2007	2005	2006	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR HORIZ ALIGNMENT SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$63,000	\$41,000	\$150,000	\$25,000	\$44,000	\$37,000
FOR CONSTRUCTION	\$1,928,000	\$1,257,000	\$2,455,000	\$782,000	\$1,356,000	\$1,127,000
TOTAL	\$1,991,000	\$1,298,000	\$2,605,000	\$807,000	\$1,400,000	\$1,164,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2	2	2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

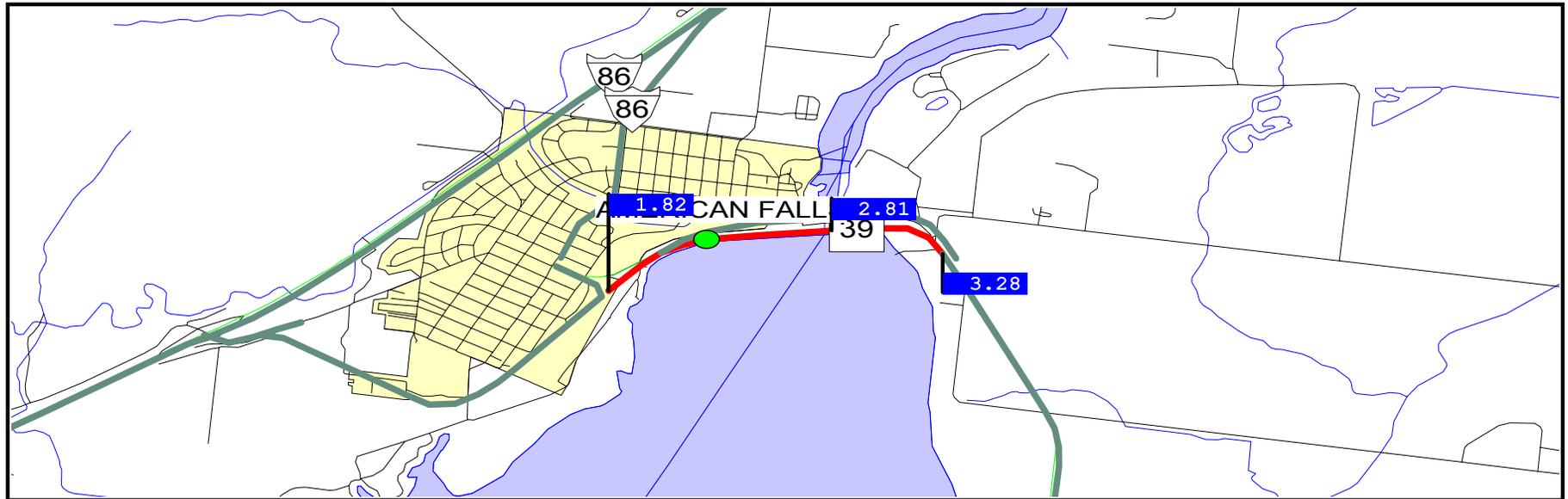
	14120	14125	14135
BRIDGE KEY	ROCK CREEK	SAND HOLLOW CR	SPRING CREEK
FEATURES			
MILEPOST	42.86	51.97	57.55
SQUARE FOOTAGE	458	495	334
PROGRAMMED YEAR	2003	2003	2003
SUFFICIENCY RATING	43.0	24.1	65.3
WEIGHT RESTRICTION	YES	NO	NO
WIDTH RESTRICTION	YES	NO	NO
HEIGHT RESTRICTION	NO	NO	NO
DEFICIENCY	NONE	STRUC DEFICENT	STRUC DEFICENT



MILEPOSTS	1.32 - 6.31	6.31 - 12.99	12.99 - 19.07	19.07 - 23.44
COUNTY	ONEIDA	ONEIDA	ONEIDA	ONEIDA
HIGHWAY DISTRICT #	5	5	5	5
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.987	6.684	6.071	4.373
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	24	24	24	22
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMINOUS	BIT PENETRATION	BIT PENETRATION
SHOULDER				
WIDTH	1	1	2	1
MATERIAL TYPE	STABILIZED	EARTH	STABILIZED	EARTH
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	565	284	280	280
ADT (FUTURE) -- 20 YEAR	698	353	348	346
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	BIT SURF TRMNT	BIT SURF TRMNT	BIT SURF TRMNT
YEAR OF IMPROVEMENT	1941	1945	1949	1953
SEAL COAT YEAR	1988	1988	1988	1988
S/N OR D	1.7	1.0	1.2	1.1
PERCENT TRUCKS--PEAK	7	10	10	8
V/C RATIO	0.03	0.02	0.02	0.01
CRACK/ROUGH/FINAL INDEX	2.0/2.6/2.2	2.3/3.4/2.8	2.9/3.4/3.1	2.5/3.3/2.8

RURAL

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2004	RESURF W/SHLDR IMPROVE & ALIGN 2005	RESURFACE WITH ALIGNMNT IMPROV 2007	RESURFACE WITH SHLD IMPROVMENT 2006
YEAR OF IMPROVEMENT				
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT	HORIZ ALIGNMENT	SHLD WIDTH-R
SYSTEM DEFICIENCY:		SHLD WIDTH-R		
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$20,000	\$201,000	\$109,000	\$17,000
FOR CONSTRUCTION	\$1,097,000	\$3,275,000	\$2,404,000	\$962,000
TOTAL	\$1,117,000	\$3,476,000	\$2,513,000	\$979,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2



RURAL

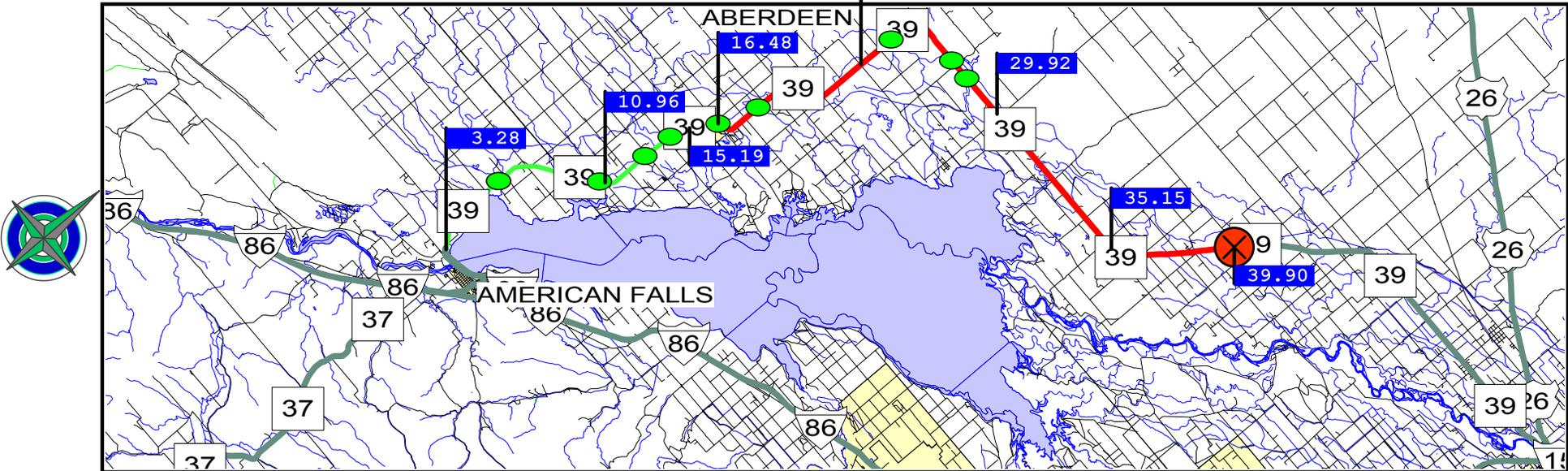
MILEPOSTS	1.82 - 2.81	2.81 - 3.28
COUNTY	POWER	POWER
HIGHWAY DISTRICT #	5	5
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	0.992	0.473
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	0	0
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
ADT (CURRENT)	3,140	2,823
ADT (FUTURE) -- 20 YEAR	3,978	3,598
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	MILL AND INLAY
YEAR OF IMPROVEMENT	1963	1999
SEAL COAT YEAR	1999	1999
S/N OR D	1.8	3.2
PERCENT TRUCKS--PEAK	18	21
V/C RATIO	0.05	0.04
CRACK/ROUGH/FINAL INDEX	3.5/2.8/3.2	5.0/3.3/4.3

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH ALIGNMNT IMPROV
YEAR OF IMPROVEMENT	2007	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		HORIZ ALIGNMENT
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$21,000
FOR CONSTRUCTION	\$286,000	\$339,000
TOTAL	\$286,000	\$360,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4



MILEPOSTS	2.04 - 2.59	2.59 - 3.30
COUNTY	POWER	POWER
HIGHWAY DISTRICT #	5	5
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	0.547	0.713
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	0	0
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
ADT (CURRENT)	2,700	2,807
ADT (FUTURE) -- 20 YEAR	4,140	4,304
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	NO	NO
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1975	1975
SEAL COAT YEAR	----	----
S/N OR D	3.3	3.3
PERCENT TRUCKS--PEAK	11	13
V/C RATIO	0.08	0.08
CRACK/ROUGH/FINAL INDEX	2.2/2.8/2.5	5.0/2.9/4.1

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$79,000
TOTAL	\$79,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



RURAL

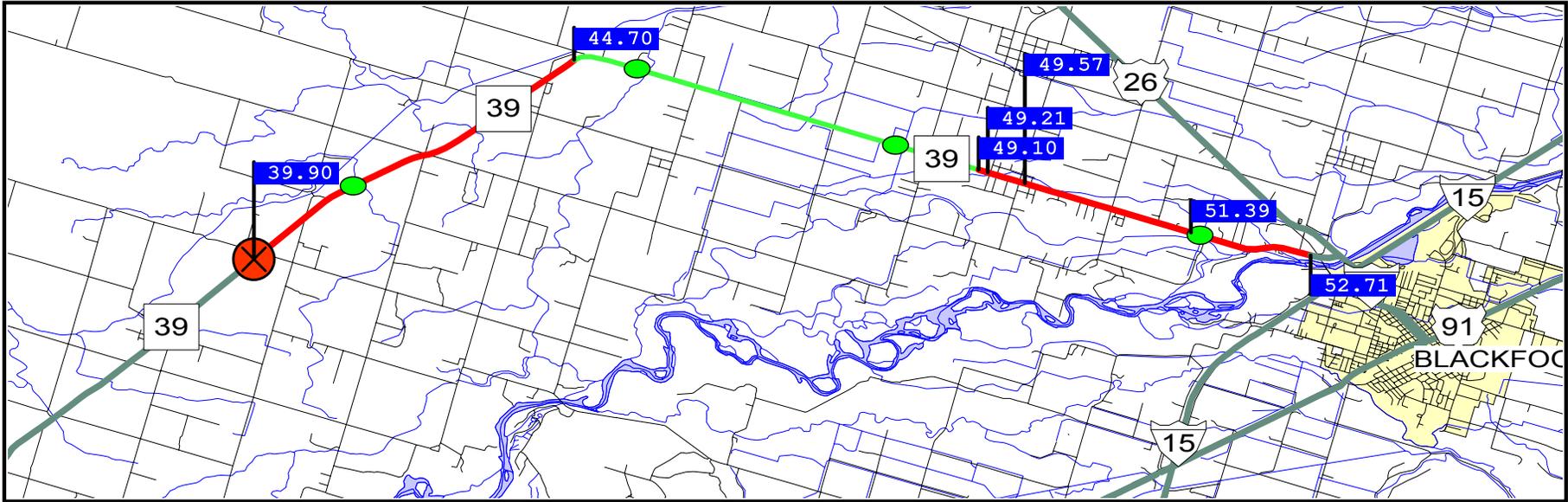
MILEPOSTS	3.28 - 10.96	10.96 - 15.19	16.48 - 23.14	23.14 - 29.92	29.92 - 35.15	35.15 - 39.90
COUNTY	BINGHAM	BINGHAM	BINGHAM	BINGHAM	BINGHAM	BINGHAM
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	YES
STRUCTURES	YES	YES	YES	YES	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	7.682	4.226	6.657	6.782	5.231	4.750
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	5	5	5	5	4	5
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	2,788	2,776	1,507	1,214	1,432	1,474
ADT (FUTURE) -- 20 YEAR	3,477	3,462	1,872	1,523	1,779	1,813
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	MILL INLAY&OVER	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY	RESURFACE FLEX
YEAR OF IMPROVEMENT	1999	1999	1970	1978	1989	1958
SEAL COAT YEAR	1999	1999	1998	1996	1996	1996
S/N OR D	3.4	4.3	2.2	2.4	3.2	2.8
PERCENT TRUCKS--PEAK	12	12	10	14	10	12
V/C RATIO	0.12	0.12	0.07	0.06	0.07	0.07
CRACK/ROUGH/FINAL INDEX	4.5/3.9/4.2	4.7/3.9/4.3	2.8/3.1/2.9	4.3/3.5/3.9	3.3/3.6/3.4	2.3/3.0/2.6

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2005	RESURFACE WITH SHLD IMPROVMENT 2010	RESURFACE WITH SHLD IMPROVMENT 2011	RESURFACE WITH SHLD IMPROVMENT 2004
YEAR OF IMPROVEMENT				
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$27,000	\$27,000	\$21,000	\$19,000
FOR CONSTRUCTION	\$1,784,000	\$1,818,000	\$1,402,000	\$1,273,000
TOTAL	\$1,811,000	\$1,845,000	\$1,423,000	\$1,292,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2

RR CROSSING NUMBER	811739A
TOTAL THROUGH TRAINS	2
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 40
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
CANT NOT OVR ROAD	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

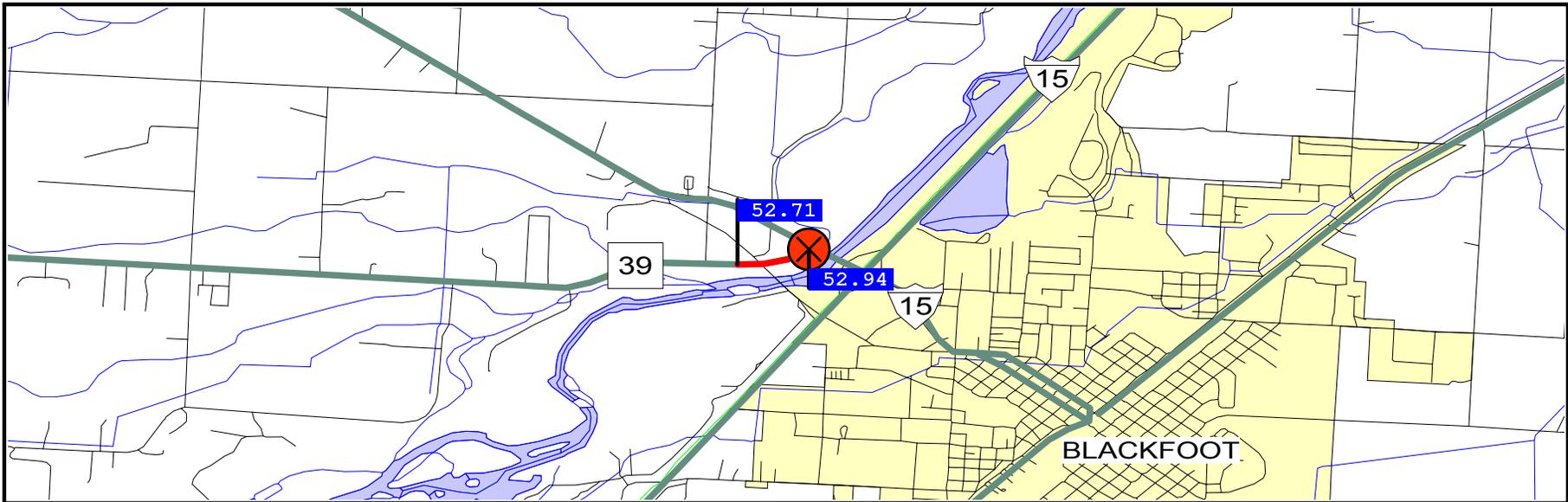
TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$50,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$50,000
ADMINISTRATIVE	\$2,500
TOI CROSSING SURFACE	CONCRETE SLAB



RURAL

MILEPOSTS	39.90 - 44.70	44.70 - 49.10	49.10 - 49.21	49.21 - 49.57	49.57 - 51.39	51.39 - 52.71
COUNTY	BINGHAM	BINGHAM	BINGHAM	BINGHAM	BINGHAM	BINGHAM
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	DENSE	RURAL	RURAL
SECTION LENGTH	4.800	4.400	0.108	0.366	1.815	1.325
NUM OF LANES (EXISTING)	2	2	4	4	2	2
LANES						
WIDTH	24	24	48	48	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	5	5	5	0	8	6
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	CURBED	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,948	3,997	5,000	5,029	5,304	7,663
ADT (FUTURE) -- 20 YEAR	2,401	4,906	6,113	6,148	6,485	9,350
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	RESURFACE FLEX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1990	1999	1958	1967	1967	1967
SEAL COAT YEAR	1996	1999	1993	1993	1993	1993
S/N OR D	3.5	3.6	2.8	2.8	2.8	2.8
PERCENT TRUCKS--PEAK	12	5	4	4	4	3
V/C RATIO	0.09	0.17	0.09	0.09	0.23	0.33
CRACK/ROUGH/FINAL INDEX	2.9/3.6/3.2	5.0/3.6/4.4	2.2/3.1/2.6	2.4/3.5/2.9	2.4/3.4/2.9	2.4/3.1/2.7

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2007	RESURFACE WITH SHLD IMPROVMENT 2003	RESURFACE 2004	RESURFACE 2004	RESURFACE WITH SHLD IMPROVMENT 2004
YEAR OF IMPROVEMENT	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR SHLD WIDTH-R
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$19,000	\$1,000	\$0	\$0	\$5,000
FOR CONSTRUCTION	\$1,286,000	\$58,000	\$105,000	\$261,000	\$355,000
TOTAL	\$1,305,000	\$59,000	\$105,000	\$261,000	\$360,000
ACCESS CONTROL (FUTURE)	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	2	4	4	2	2



RURAL

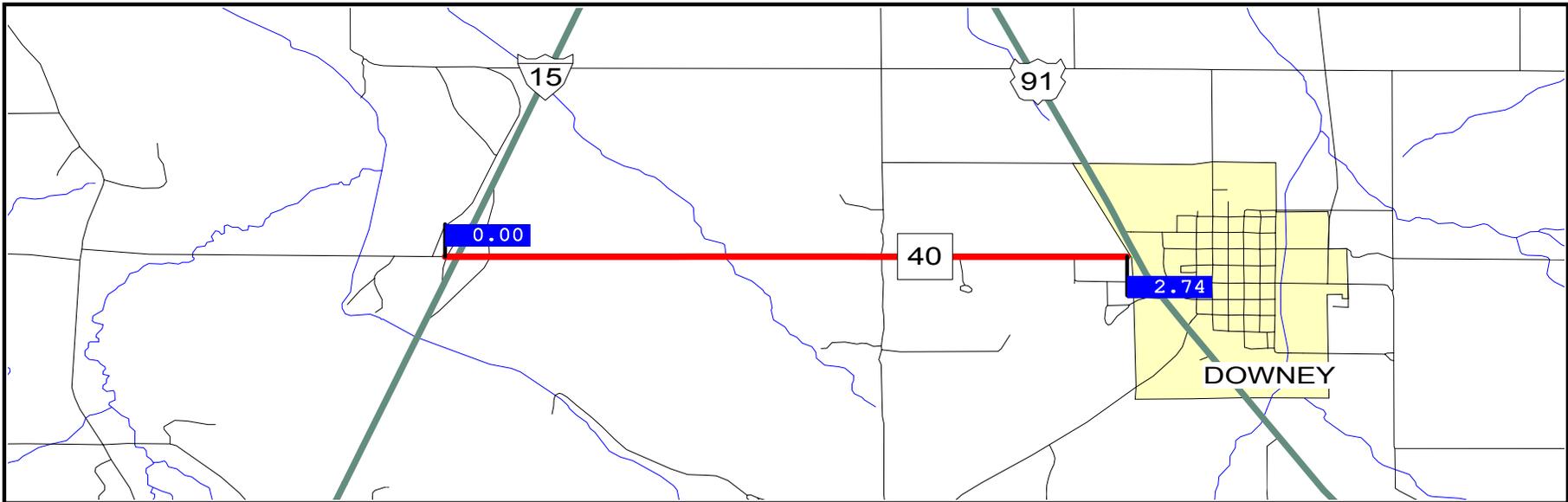
MILEPOSTS	52.71 - 52.94
COUNTY	BINGHAM
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	YES
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.224
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	8
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	5,800
ADT (FUTURE) -- 20 YEAR	7,105
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1967
SEAL COAT YEAR	1993
S/N OR D	2.8
PERCENT TRUCKS--PEAK	5
V/C RATIO	0.10
CRACK/ROUGH/FINAL INDEX	2.4/1.2/1.9

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2004
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$65,000
TOTAL	\$65,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	4

RR CROSSING NUMBER	813010C
TOTAL THROUGH TRAINS	4
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 25
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
CANT NOT OVR ROAD	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	1
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$120,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$370,000
ADMINISTRATIVE	\$18,500
TOI CROSSING SURFACE	RUBBER

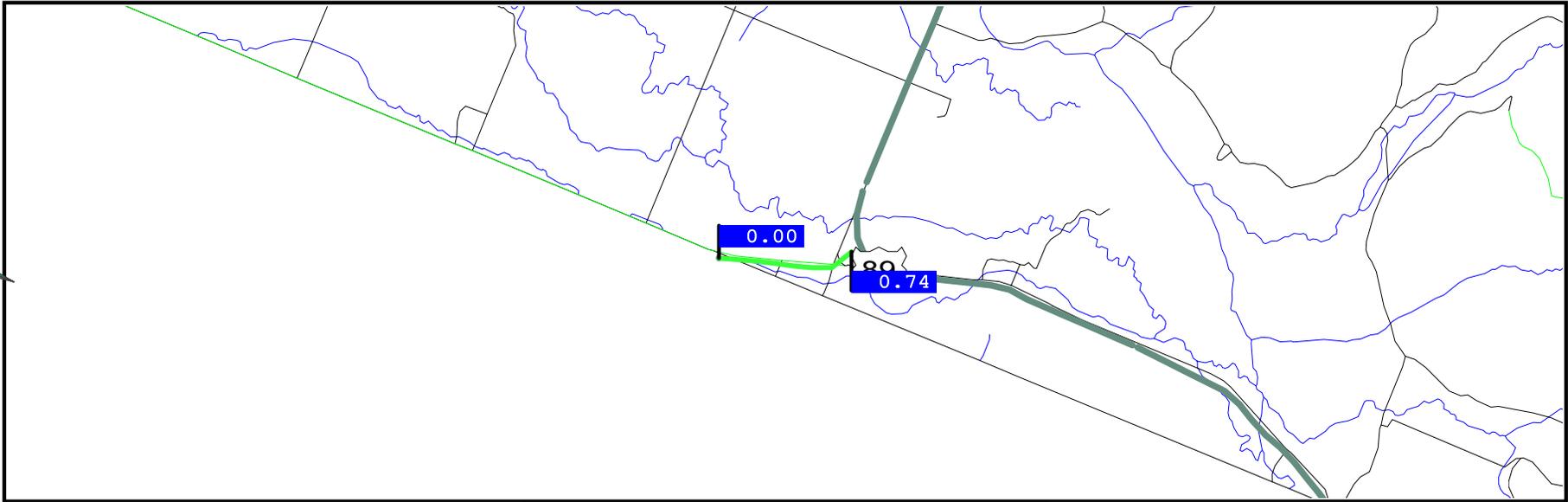


RURAL

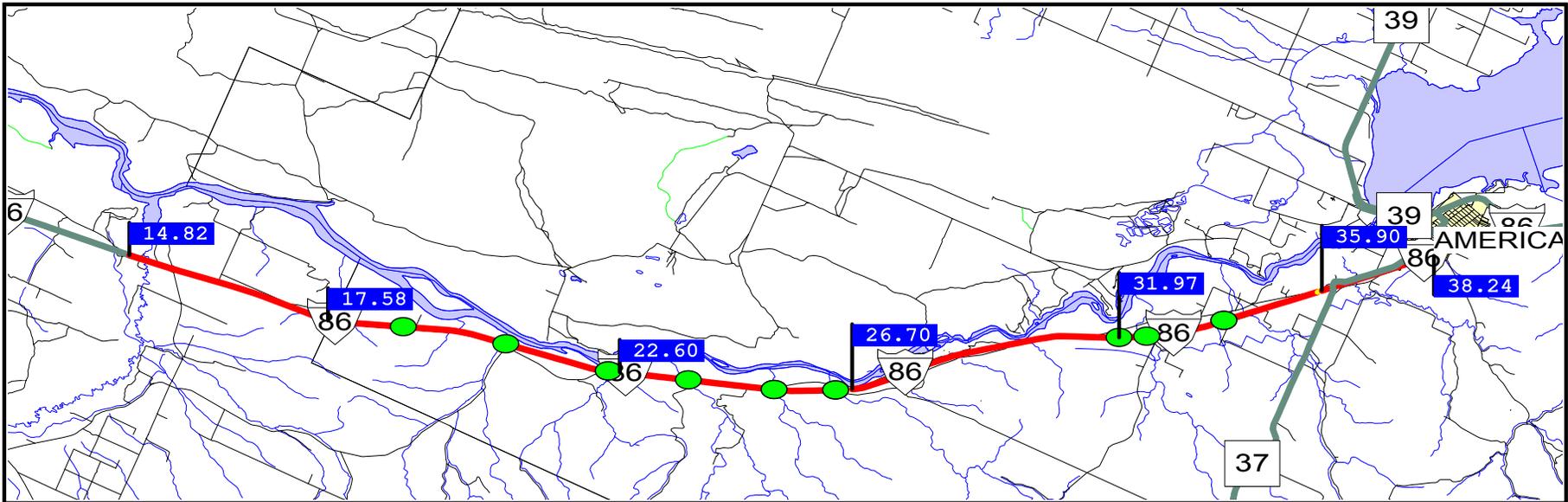
MILEPOSTS	0.00 - 2.74
COUNTY	BANNOCK
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	2.737
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	5
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	546
ADT (FUTURE) -- 20 YEAR	674
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1971
SEAL COAT YEAR	1999
S/N OR D	2.0
PERCENT TRUCKS--PEAK	8
V/C RATIO	0.04
CRACK/ROUGH/FINAL INDEX	3.0/3.1/3.0

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$378,000
TOTAL	\$378,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	2

RURAL



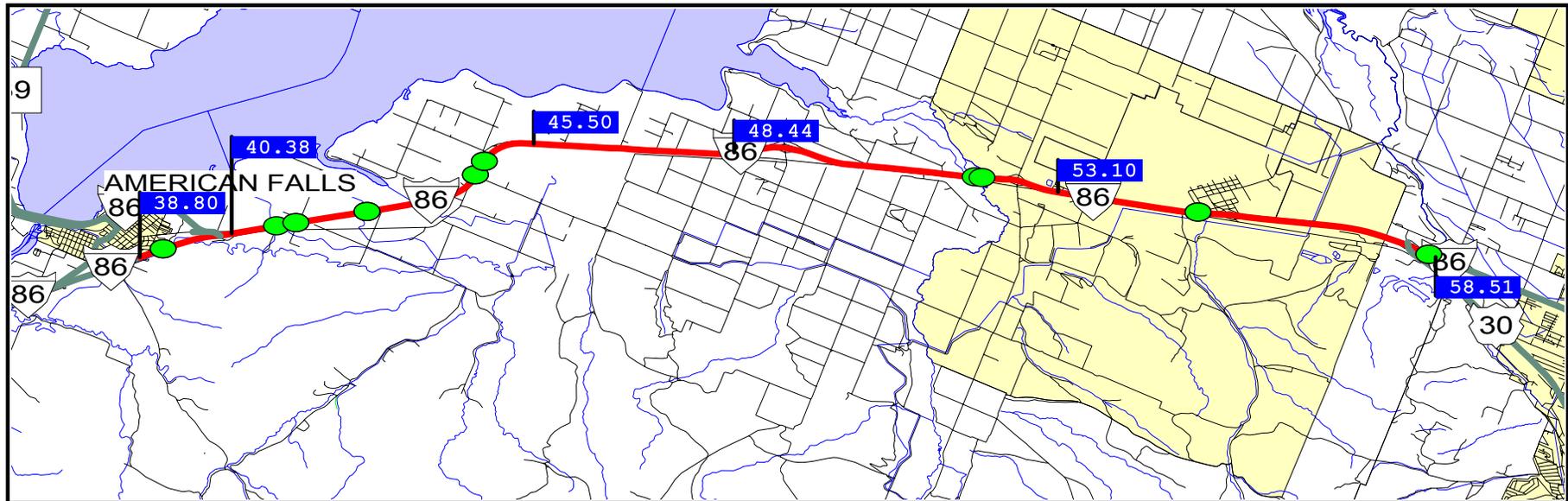
MILEPOSTS	0.00 - 0.74
COUNTY	BEAR LAKE
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.740
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	5
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	700
ADT (FUTURE) -- 20 YEAR	947
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1994
SEAL COAT YEAR	2000
S/N OR D	2.4
PERCENT TRUCKS--PEAK	11
V/C RATIO	0.06
CRACK/ROUGH/FINAL INDEX	4.5/3.3/4.0



RURAL

MILEPOSTS	14.82 - 17.58	17.58 - 22.60	22.60 - 26.70	26.70 - 31.97	31.97 - 35.90	35.90 - 38.24
COUNTY	CASSIA	POWER	POWER	POWER	POWER	POWER
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	YES	YES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.761	5.021	4.100	5.270	3.930	2.336
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES						
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	RIGID REINF JNT	RIGID REINF JNT	RIGID REINF JNT	RIGID REINF JNT	RIGID REINF JNT	HIGH FLEXIBLE
SHOULDER						
WIDTH	10	10	10	10	10	10
MATERIAL TYPE	TIED PORTLND CC	TIED PORTLND CC	TIED PORTLND CC	TIED PORTLND CC	TIED PORTLND CC	BITUMINOUS
MEDIAN WIDTH	72	72	72	72	76	76
ADT (CURRENT)	6,200	6,200	6,200	6,200	6,244	6,128
ADT (FUTURE) -- 20 YEAR	10,687	10,687	10,687	10,687	10,742	10,563
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN CON	NW CONS/RCN CON	NW CONS/RCN CON	NW CONS/RCN CON	NW CONS/RCN CON	HOT IN PL RECYC
YEAR OF IMPROVEMENT	1986	1986	1986	1989	1989	1992
SEAL COAT YEAR	1990	1988	1988	----	----	----
S/N OR D	10	10	10	10	10	4.5
PERCENT TRUCKS--PEAK	25	25	25	25	25	25
V/C RATIO	0.10	0.10	0.10	0.10	0.10	0.10
CRACK/ROUGH/FINAL INDEX	2.6/2.6/2.6	4.0/2.9/3.5	4.0/3.0/3.7	3.8/3.2/3.6	4.0/3.2/3.6	5.0/4.0/4.5

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE	RESURFACE	RESURFACE
	2003	2014	2014	2012	2014	2013
	PSR < RESRF-PSR					
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$1,049,000	\$1,948,000	\$1,591,000	\$2,045,000	\$1,525,000	\$888,000
TOTAL	\$1,049,000	\$1,948,000	\$1,591,000	\$2,045,000	\$1,525,000	\$888,000
ACCESS CONTROL (FUTURE)	FULL CONTROL					
NUM OF LANES (DES.)	4	4	4	4	4	4

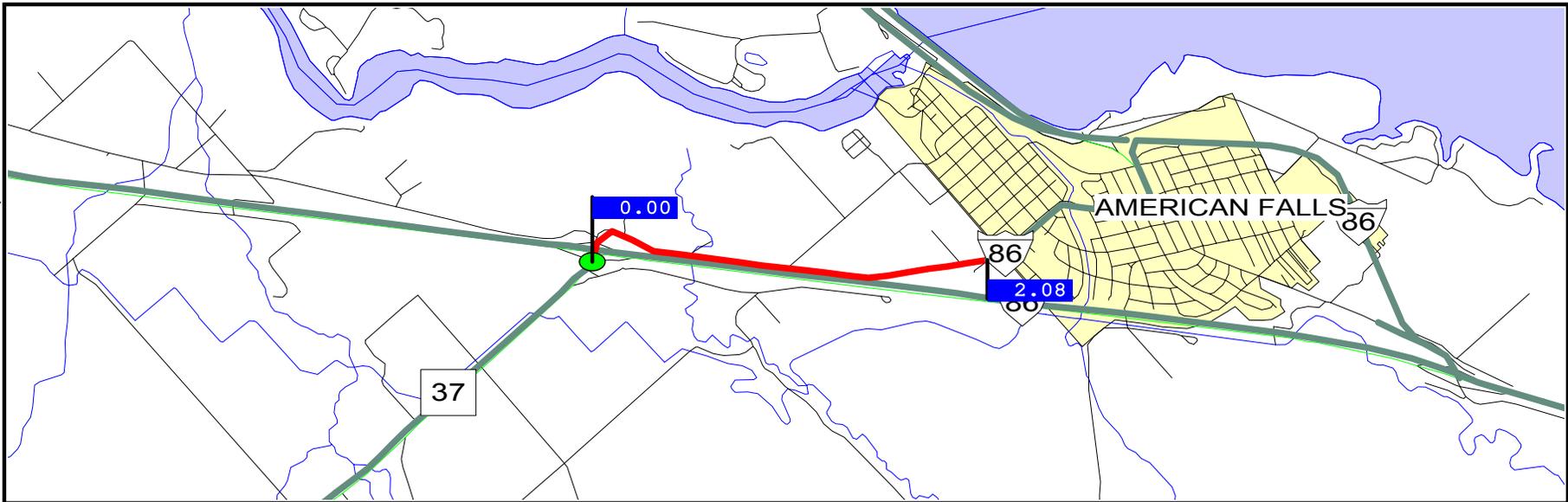


RURAL

MILEPOSTS	38.80 - 40.38	40.38 - 45.50	45.50 - 48.43	48.44 - 53.10	53.10 - 58.51
COUNTY	POWER	POWER	POWER	POWER	POWER
HIGHWAY DISTRICT #	5	5	5	5	5
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	NO	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.580	5.120	2.935	4.665	5.409
NUM OF LANES (EXISTING)	4	4	4	4	4
LANES					
WIDTH	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER					
WIDTH	12	12	10	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	76	76	76	76	76
ADT (CURRENT)	8,771	9,636	9,700	9,977	11,167
ADT (FUTURE) -- 20 YEAR	14,655	16,007	16,113	16,509	18,334
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	HOT IN PL RECYC	HOT IN PL RECYC	PLNT MIX OVLAY	PLNT MIX OVLAY	MILL INLAY&OVER
YEAR OF IMPROVEMENT	1992	1992	1994	1994	1996
SEAL COAT YEAR	----	----	1989	1989	1989
S/N OR D	4.5	4.5	4.4	4.4	4.3
PERCENT TRUCKS--PEAK	18	17	17	16	14
V/C RATIO	0.14	0.15	0.15	0.16	0.18
CRACK/ROUGH/FINAL INDEX	5.0/4.0/4.5	5.0/4.0/4.5	5.0/3.7/4.3	4.8/3.8/4.4	2.8/3.6/3.2

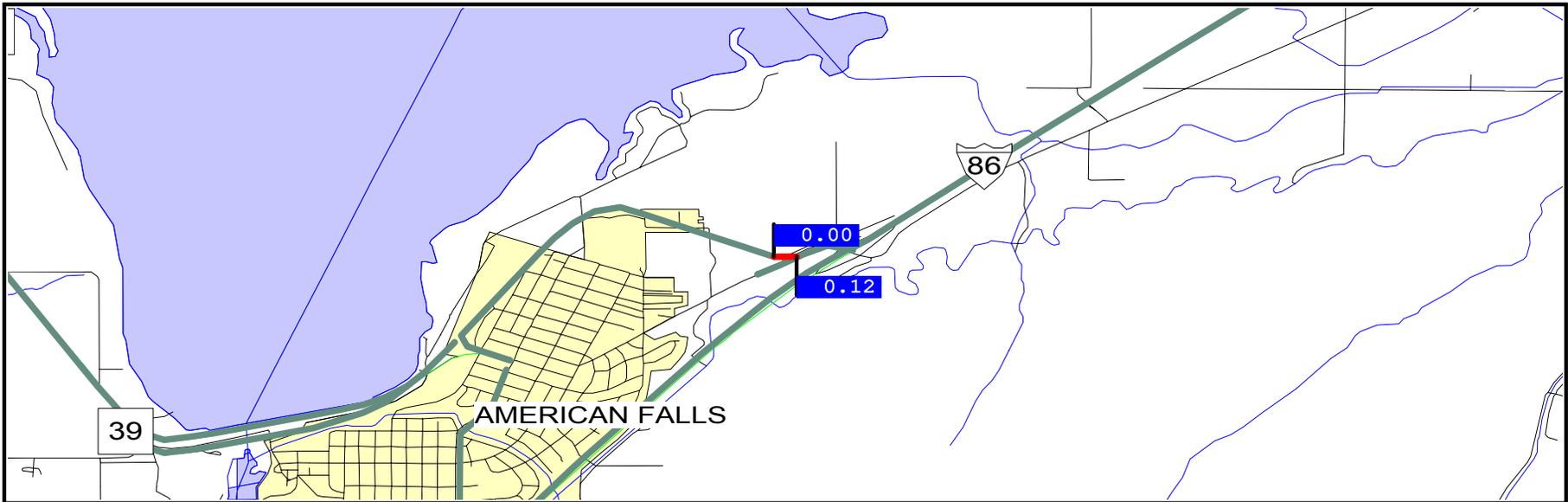
TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE	RESURFACE
	2013	2013	2012	2012	2004
	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$600,000	\$1,946,000	\$1,115,000	\$1,773,000	\$2,055,000
TOTAL	\$600,000	\$1,946,000	\$1,115,000	\$1,773,000	\$2,055,000
ACCESS CONTROL (FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES (DES.)	4	4	4	4	4

RURAL



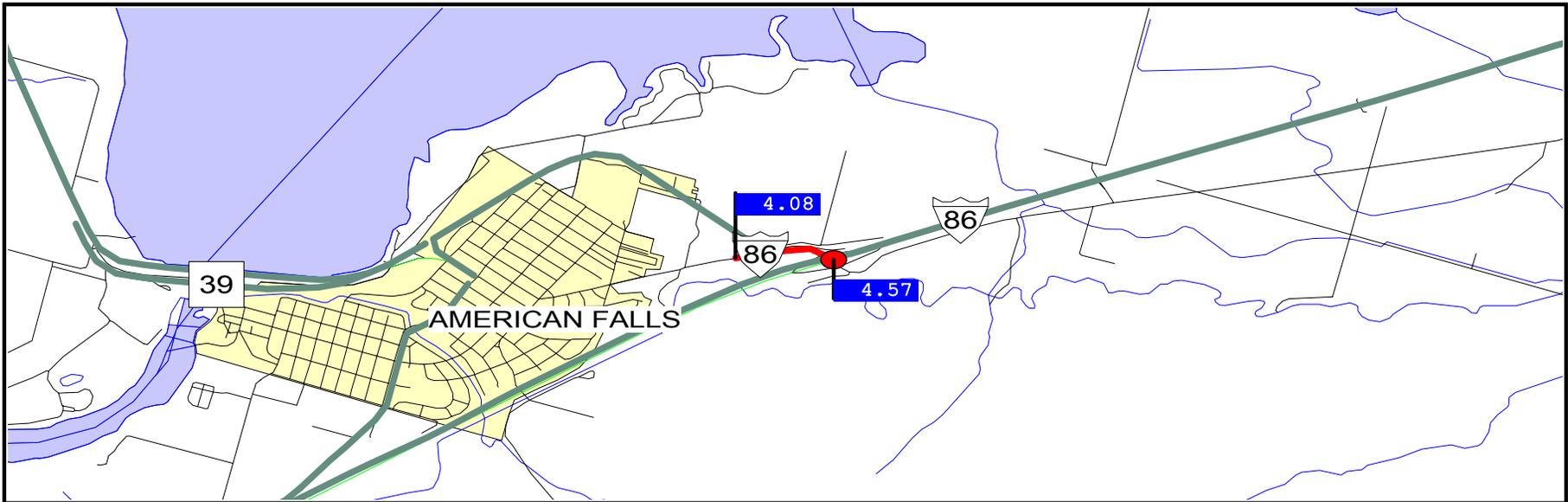
MILEPOSTS	0.00 - 2.08
COUNTY	POWER
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	DENSE
SECTION LENGTH	2.079
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	6
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	1,966
ADT (FUTURE) -- 20 YEAR	3,014
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLANT MIX SEAL
YEAR OF IMPROVEMENT	1996
SEAL COAT YEAR	----
S/N OR D	2.6
PERCENT TRUCKS--PEAK	14
V/C RATIO	0.09
CRACK/ROUGH/FINAL INDEX	2.4/3.3/2.8

TYPE OF IMPROVEMENT	RESURFACE WITH
	ALIGNMNT IMPROV
YEAR OF IMPROVEMENT	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$29,000
FOR CONSTRUCTION	\$674,000
TOTAL	\$703,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



MILEPOSTS	0.00 - 0.12
COUNTY	POWER
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.120
NUM OF LANES (EXISTING)	1
LANES	
WIDTH	12
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	4
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	4
ADT (CURRENT)	1,100
ADT (FUTURE) -- 20 YEAR	1,380
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1992
SEAL COAT YEAR	----
S/N OR D	2.4
PERCENT TRUCKS--PEAK	14
V/C RATIO	0.07
CRACK/ROUGH/FINAL INDEX	4.5/2.7/3.7

TYPE OF IMPROVEMENT	RESURFACE WITH
	SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$1,000
FOR CONSTRUCTION	\$16,000
TOTAL	\$17,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	1



RURAL

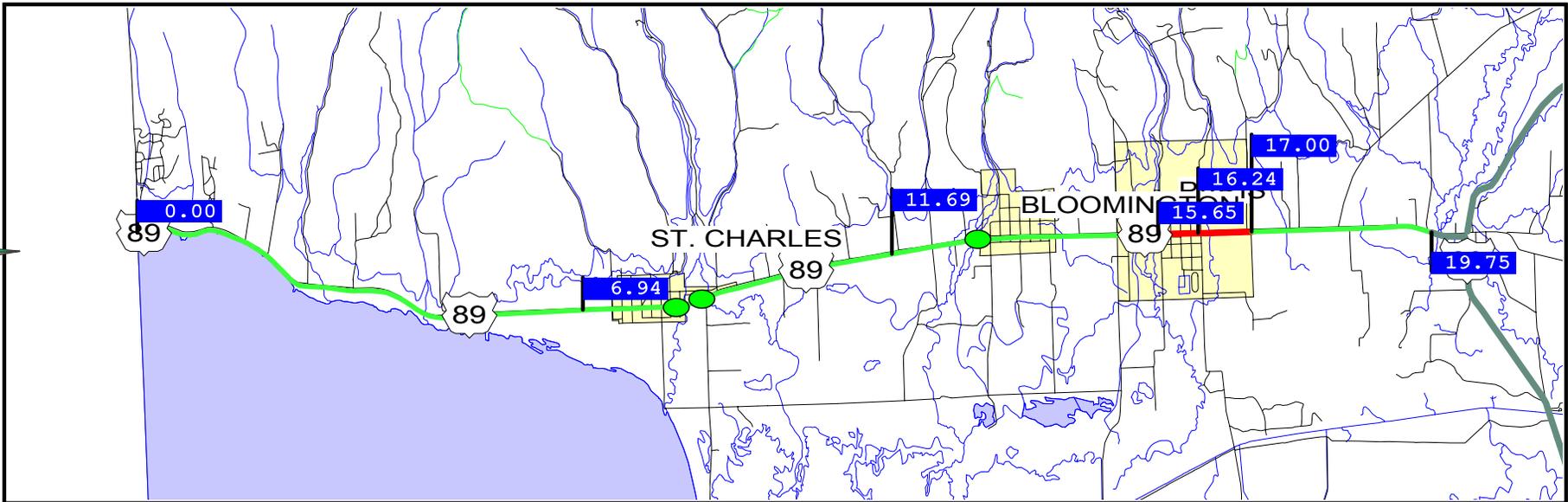
MILEPOSTS	4.08 - 4.57
COUNTY	POWER
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	DENSE
SECTION LENGTH	0.488
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	5
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	5,926
ADT (FUTURE) -- 20 YEAR	9,086
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	BIT SURF TRMNT
YEAR OF IMPROVEMENT	1959
SEAL COAT YEAR	----
S/N OR D	1.9
PERCENT TRUCKS--PEAK	7
V/C RATIO	0.26
CRACK/ROUGH/FINAL INDEX	3.5/2.8/3.2

TYPE OF IMPROVEMENT	RESURF W/SHLDR
	IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$14,000
FOR CONSTRUCTION	\$221,000
TOTAL	\$235,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

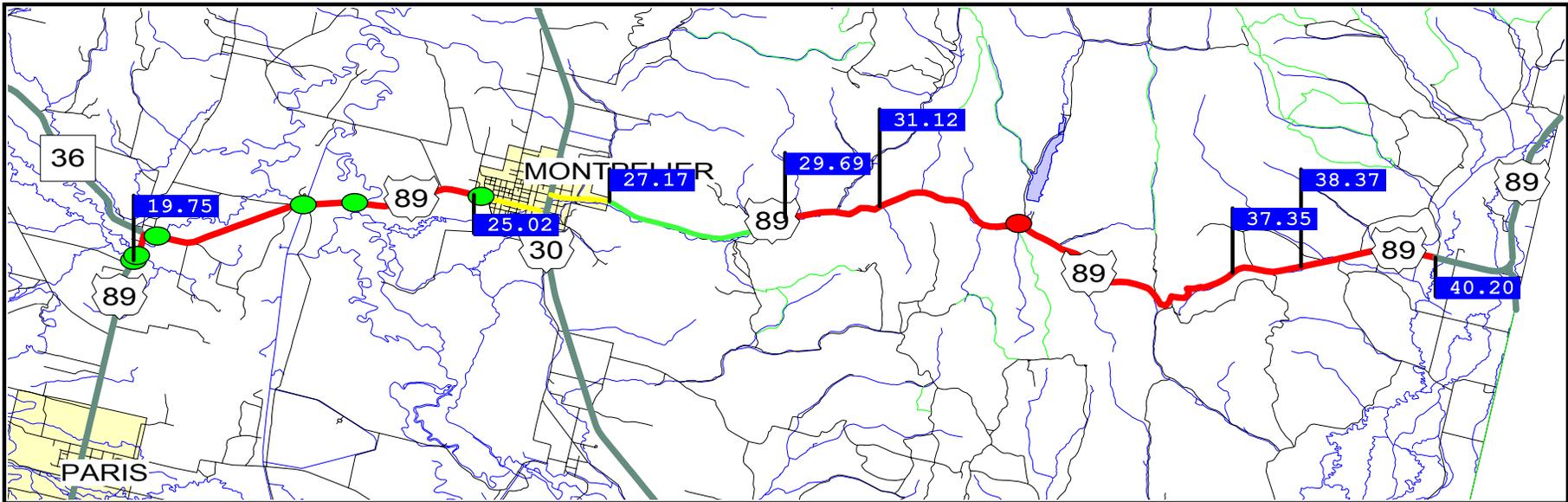
BRIDGE KEY	10925
FEATURES	I 86 EB-WB;AM.
MILEPOST	4.50
SQUARE FOOTAGE	8012
PROGRAMMED YEAR	9999
SUFFICIENCY RATING	38.5
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICIENT



RURAL

MILEPOSTS	0.00 - 6.94	6.94 - 11.69	11.69 - 15.65	15.65 - 16.24	16.24 - 17.00	17.00 - 19.75
COUNTY	BEAR LAKE	BEAR LAKE	BEAR LAKE	BEAR LAKE	BEAR LAKE	BEAR LAKE
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	DENSE	RURAL	RURAL	DENSE	DENSE	DENSE
SECTION LENGTH	6.938	4.747	3.965	0.588	0.762	2.750
NUM OF LANES (EXISTING)	2	2	2	4	2	2
LANES						
WIDTH	24	24	24	48	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	2	7	5	0	4	2
MATERIAL TYPE	BITUMINOUS	COMBINATION	BITUMINOUS	CURBED	BITUMINOUS	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	2,400	1,958	1,653	2,175	1,800	1,962
ADT (FUTURE) -- 20 YEAR	3,207	2,622	2,343	3,309	2,410	2,622
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	COLD IN PL W/OV	COLD IN PL W/OV	COLD IN PL W/OV	COLD IN PL W/OV	COLD IN PL W/OV
YEAR OF IMPROVEMENT	1998	1996	1996	1996	1996	1996
SEAL COAT YEAR	1995	1991	1992	1992	1992	1992
S/N OR D	3.5	3.5	4.5	4.0	4.0	3.0
PERCENT TRUCKS--PEAK	6	7	7	5	7	6
V/C RATIO	0.24	0.15	0.13	0.07	0.14	0.16
CRACK/ROUGH/FINAL INDEX	5.0/3.6/4.3	4.3/3.7/4.0	4.5/3.8/4.2	3.0/3.5/3.2	4.0/3.8/3.9	4.8/3.6/4.2

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2007	2014
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$5,000
FOR CONSTRUCTION	\$186,000	\$242,000
TOTAL	\$186,000	\$247,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	2



RURAL

MILEPOSTS	19.75 - 25.02	27.17 - 29.69	29.69 - 31.12	31.12 - 37.35	37.35 - 38.37	38.37 - 40.20
COUNTY	BEAR LAKE					
HIGHWAY DISTRICT #	5					
FUNCTIONAL CLASS	OTHER PRIN ART					
FEDERAL AID SYSTEM	NHS					
RR-XINGS	NO					
STRUCTURES	YES					
TERRAIN TYPE	RURAL-FLAT	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL					
SECTION LENGTH	5.268	2.523	1.427	6.230	1.016	1.834
NUM OF LANES (EXISTING)	2					
LANES						
WIDTH	24					
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMNOUS	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMNOUS
SHOULDER						
WIDTH	3					
MATERIAL TYPE	COMBINATION	EARTH	COMBINATION	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--					
ADT (CURRENT)	2,274	717	470	530	650	650
ADT (FUTURE) -- 20 YEAR	3,033	970	646	722	875	875
ACCESS CONTROL (CURRENT)	NO CONTROL					
WIDENING FEASIBLE?	>= 3 LANES					
AVE. 5 YR. ACC. NOS.	.					
PAVEMENT IMPROVEMENT	MILL INLAY&OVER	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1998	1999	1941	1941	1972	1972
SEAL COAT YEAR	1999	1999	1999	1990	1990	2000
S/N OR D	2.2	3.6	1.8	1.8	1.2	1.2
PERCENT TRUCKS--PEAK	5					
V/C RATIO	0.19	0.11	0.07	0.08	0.08	0.08
CRACK/ROUGH/FINAL INDEX	5.0/3.4/4.2	5.0/3.5/4.3	1.5/3.0/2.2	5.0/2.9/4.0	5.0/3.4/4.2	5.0/3.3/4.2

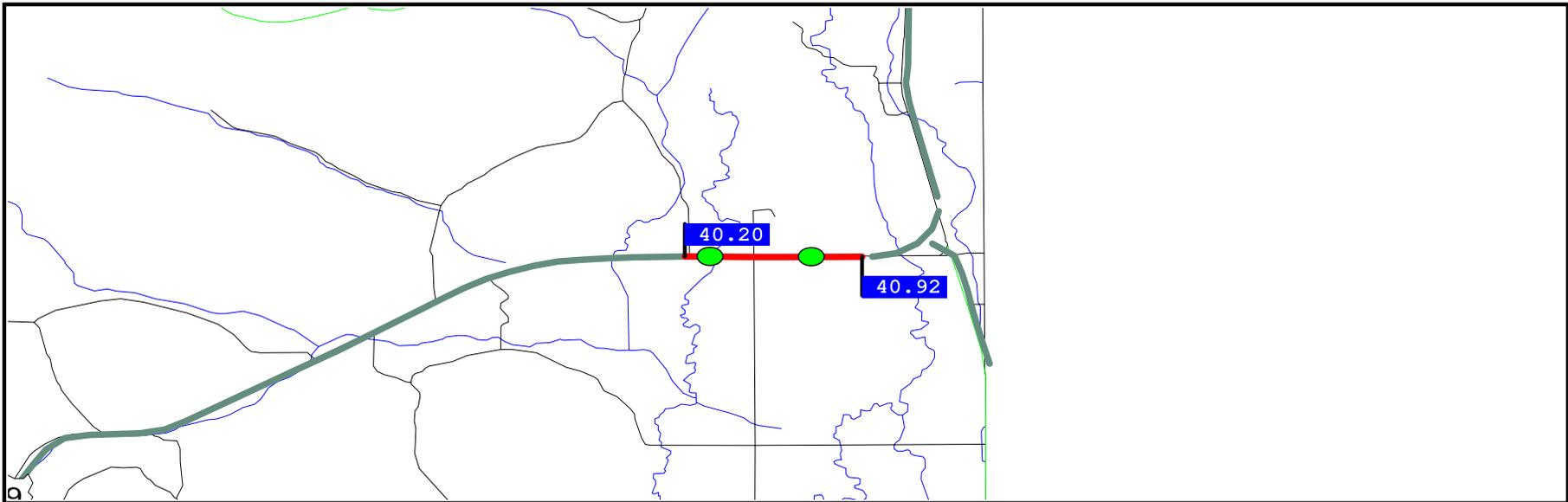
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2012	RECONST WIDER 2003 LANE WIDTH PSR < RECON-PSR SHLD WIDTH-R	RESURFACE WITH SHLD IMPROVMENT 2012 PSR < RESRF-PSR SHLD WIDTH-R	RESURFACE WITH SHLD IMPROVMENT 2012 PSR < RESRF-PSR SHLD WIDTH-R	RESURFACE WITH SHLD IMPROVMENT 2012 PSR < RESRF-PSR SHLD WIDTH-R
YEAR OF IMPROVEMENT	2012	2003	2012	2012	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	LANE WIDTH	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHOULDER TYPE	PSR < RECON-PSR	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R			
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$32,000	\$188,000	\$75,000	\$10,000	\$18,000
FOR CONSTRUCTION	\$1,675,000	\$1,875,000	\$2,704,000	\$343,000	\$620,000
TOTAL	\$1,707,000	\$2,063,000	\$2,779,000	\$353,000	\$638,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2	2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

BRIDGE KEY	16710
FEATURES	MONTPELIER CRE
MILEPOST	33.31
SQUARE FOOTAGE	455
PROGRAMMED YEAR	2001
SUFFICIENCY RATING	57.5
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICIENT

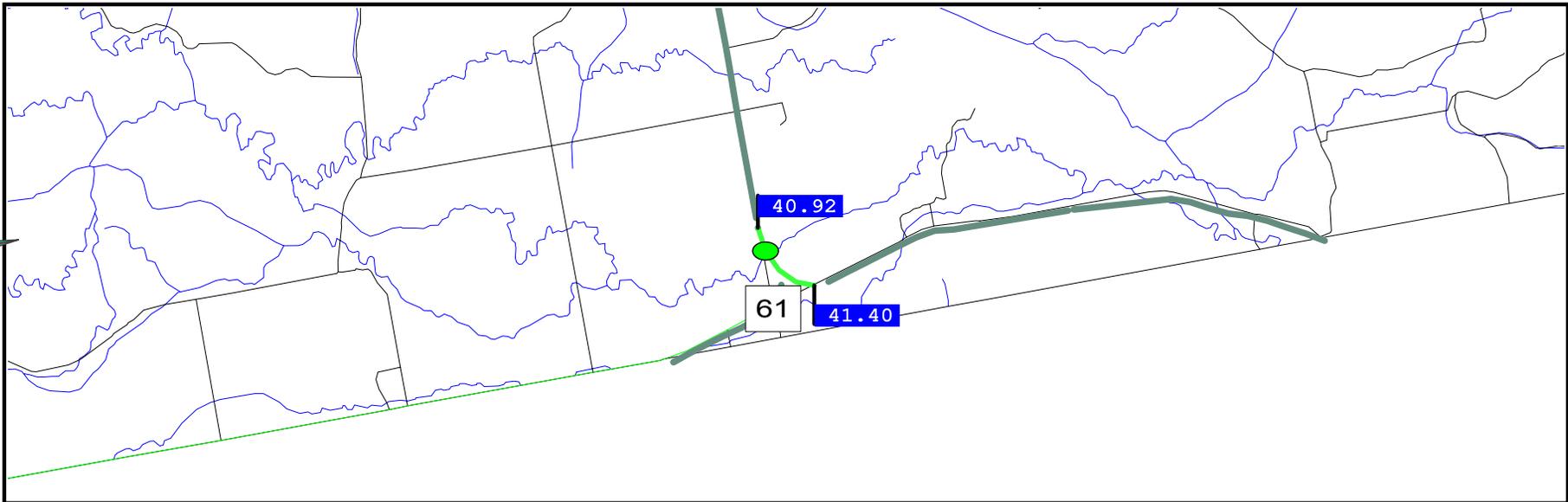
RURAL



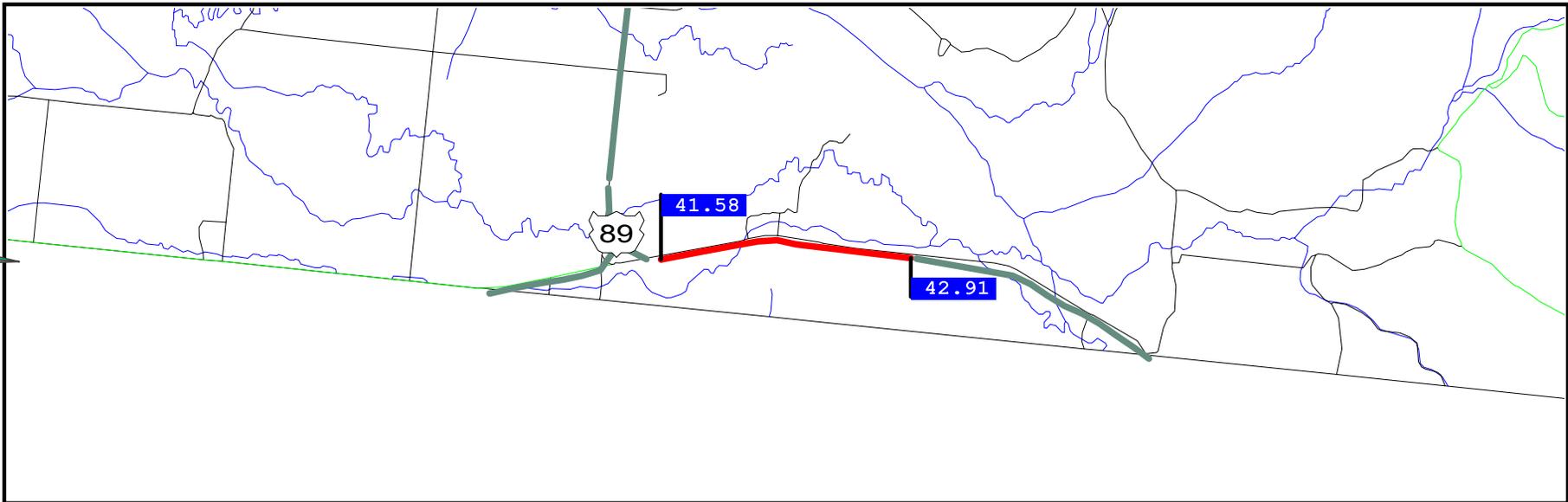
MILEPOSTS	40.20 - 40.92
COUNTY	BEAR LAKE
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.720
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	MIXED BITUMNOUS
SHOULDER	
WIDTH	2
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	711
ADT (FUTURE) -- 20 YEAR	956
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1994
SEAL COAT YEAR	2000
S/N OR D	2.6
PERCENT TRUCKS--PEAK	9
V/C RATIO	0.08
CRACK/ROUGH/FINAL INDEX	1.9/3.4/2.6

TYPE OF IMPROVEMENT	PAVEMNT-RECONST
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	PSR < RECON-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$26,000
FOR CONSTRUCTION	\$710,000
TOTAL	\$736,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

RURAL



MILEPOSTS	40.92 - 41.40
COUNTY	BEAR LAKE
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.480
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	BIT-SURF-TREATD
SHOULDER	
WIDTH	5
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	1,340
ADT (FUTURE) -- 20 YEAR	1,794
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	5.0
PERCENT TRUCKS--PEAK	7
V/C RATIO	0.13
CRACK/ROUGH/FINAL INDEX	5.0/2.1/3.6

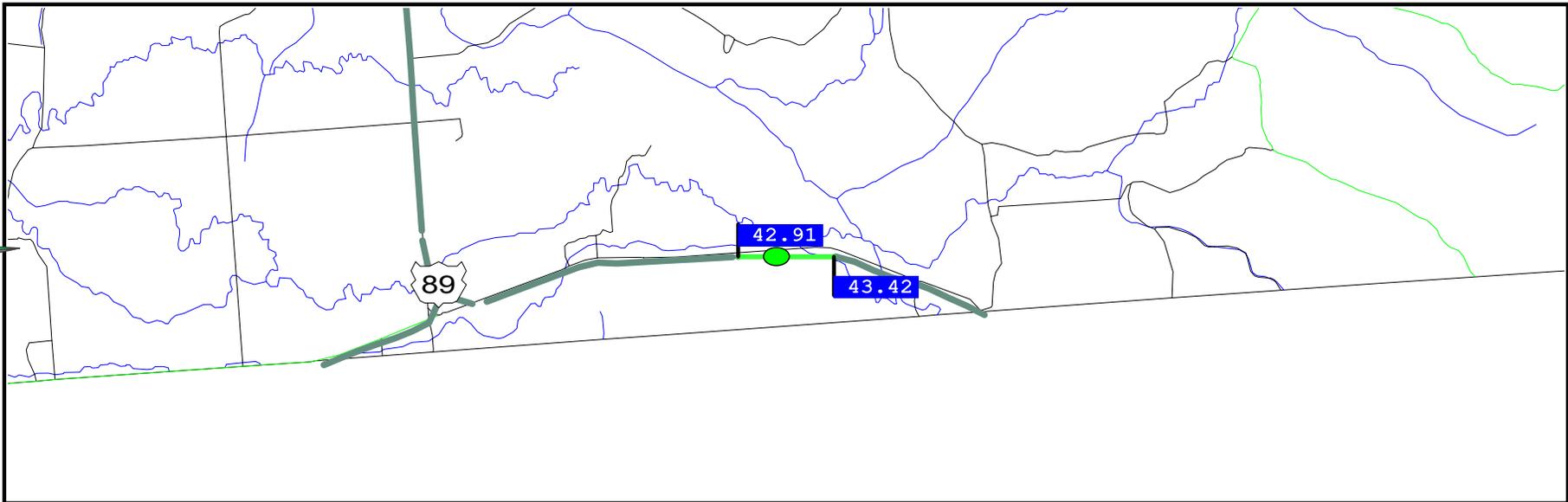


RURAL

MILEPOSTS	41.58 - 42.91
COUNTY	BEAR LAKE
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	1.330
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	4
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	1,600
ADT (FUTURE) -- 20 YEAR	2,146
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1994
SEAL COAT YEAR	2000
S/N OR D	2.6
PERCENT TRUCKS--PEAK	8
V/C RATIO	0.15
CRACK/ROUGH/FINAL INDEX	5.0/3.2/4.1

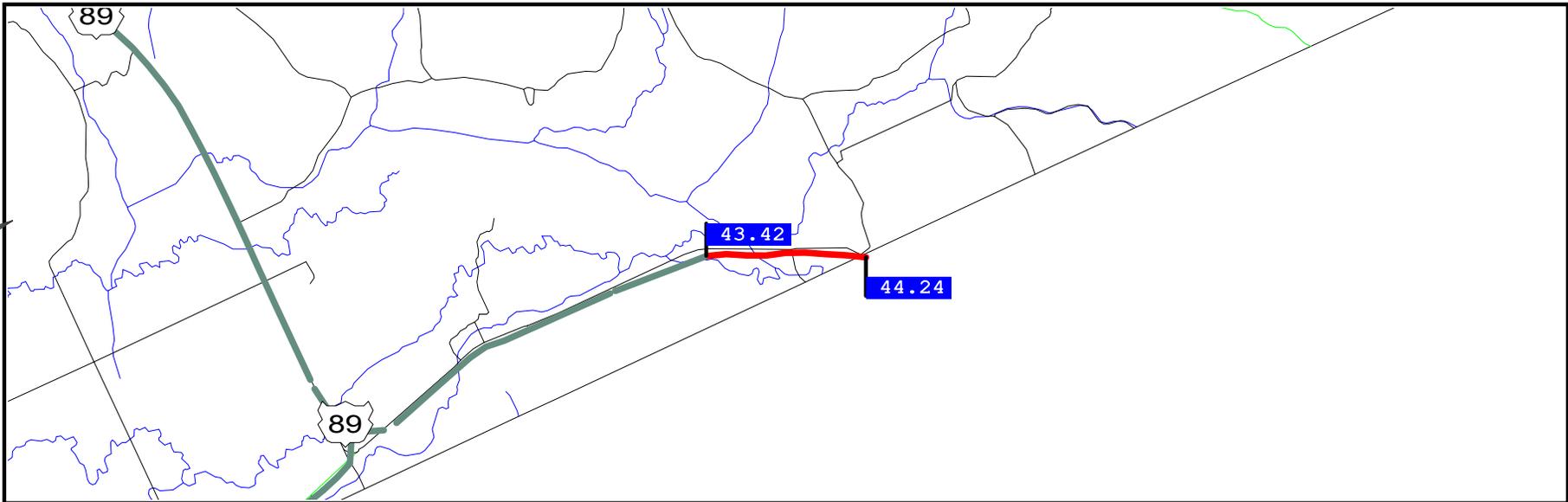
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$8,000
FOR CONSTRUCTION	\$423,000
TOTAL	\$431,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	2

RURAL



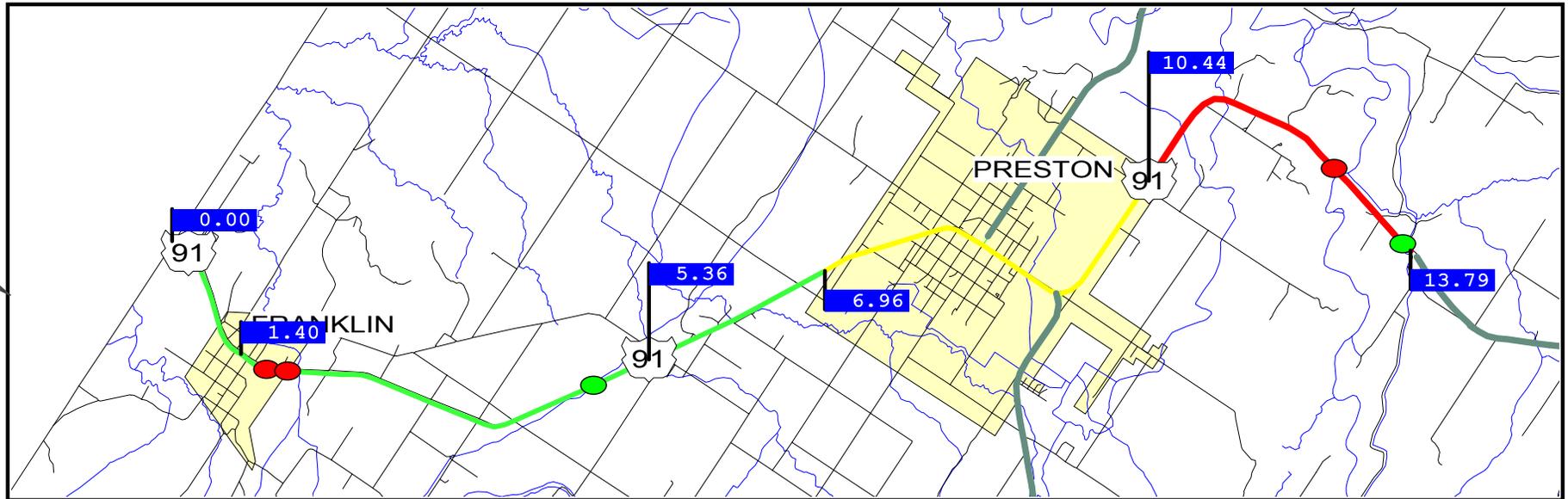
MILEPOSTS	42.91 - 43.42
COUNTY	BEAR LAKE
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.510
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	5
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	1,600
ADT (FUTURE) -- 20 YEAR	2,146
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	5.0
PERCENT TRUCKS--PEAK	8
V/C RATIO	0.15
CRACK/ROUGH/FINAL INDEX	5.0/2.9/4.0

RURAL



MILEPOSTS	43.42 - 44.24
COUNTY	BEAR LAKE
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.820
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	4
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	1,600
ADT (FUTURE) -- 20 YEAR	2,146
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1994
SEAL COAT YEAR	2000
S/N OR D	2.6
PERCENT TRUCKS--PEAK	8
V/C RATIO	0.15
CRACK/ROUGH/FINAL INDEX	5.0/3.0/4.0

TYPE OF IMPROVEMENT	RESURF W/SHLDR
	IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$31,000
FOR CONSTRUCTION	\$446,000
TOTAL	\$477,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	2



RURAL

MILEPOSTS	0.00 - 1.40	1.40 - 5.36	5.36 - 6.96	10.44 - 13.79
COUNTY	FRANKLIN	FRANKLIN	FRANKLIN	FRANKLIN
HIGHWAY DISTRICT #	5	5	5	5
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	YES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.396	3.964	1.596	3.348
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	4	4	8	4
MATERIAL TYPE	COMBINATION	COMBINATION	BITUMINOUS	COMBINATION
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	5,769	5,312	5,737	1,790
ADT (FUTURE) -- 20 YEAR	7,709	7,084	7,666	2,401
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	RUT FILLING &SS
YEAR OF IMPROVEMENT	1995	1995	1998	1996
SEAL COAT YEAR	----	1963	1963	1998
S/N OR D	4.7	3.5	3.3	3.2
PERCENT TRUCKS--PEAK	6	5	6	7
V/C RATIO	0.30	0.28	0.34	0.12
CRACK/ROUGH/FINAL INDEX	5.0/3.9/4.5	4.6/3.6/4.1	5.0/3.7/4.4	2.8/3.0/2.9

TYPE OF IMPROVEMENT	RESURFACE WITH
YEAR OF IMPROVEMENT	SHLD IMPROVMENT
SYSTEM DEFICIENCY:	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	SHLD WIDTH-R
FOR ROW AND UTIL	\$33,000
FOR CONSTRUCTION	\$958,000
TOTAL	\$991,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

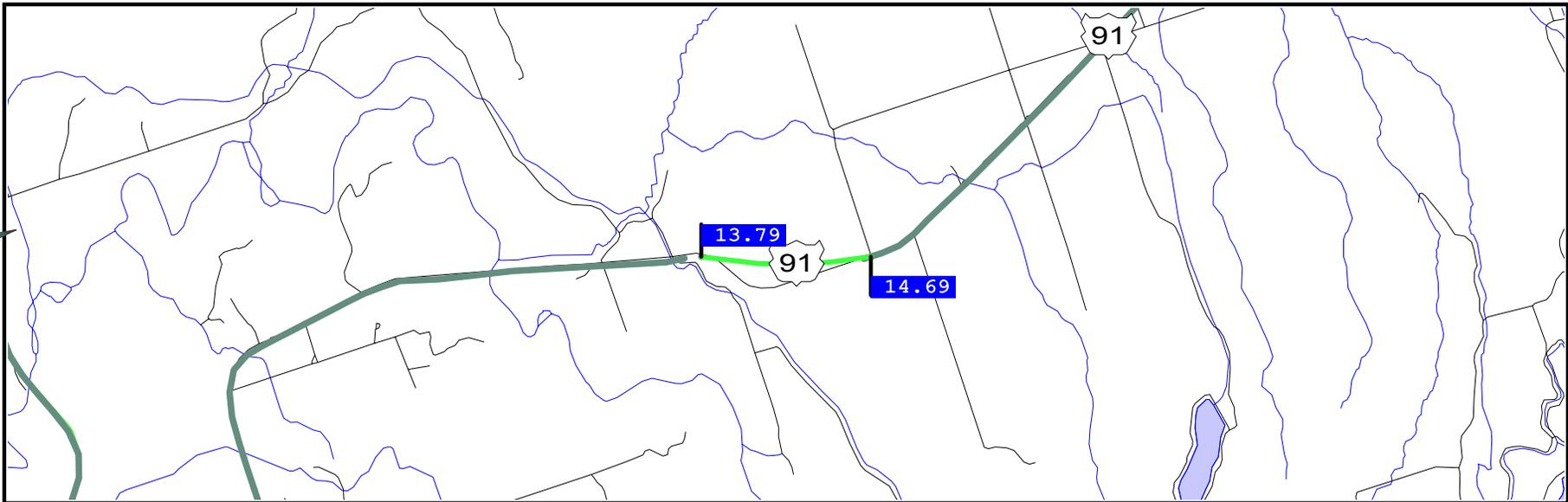
S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

BRIDGE KEY	17450	17465
FEATURES	CANAL	BEAR RIVER
MILEPOST	1.67	12.66
SQUARE FOOTAGE	756	5102
PROGRAMMED YEAR	2003	2003
SUFFICIENCY RATING	67.3	42.1
WEIGHT RESTRICTION	NO	NO
WIDTH RESTRICTION	NO	YES
HEIGHT RESTRICTION	NO	NO
DEFICIENCY	STRUC DEFICENT	STRUC DEFICENT

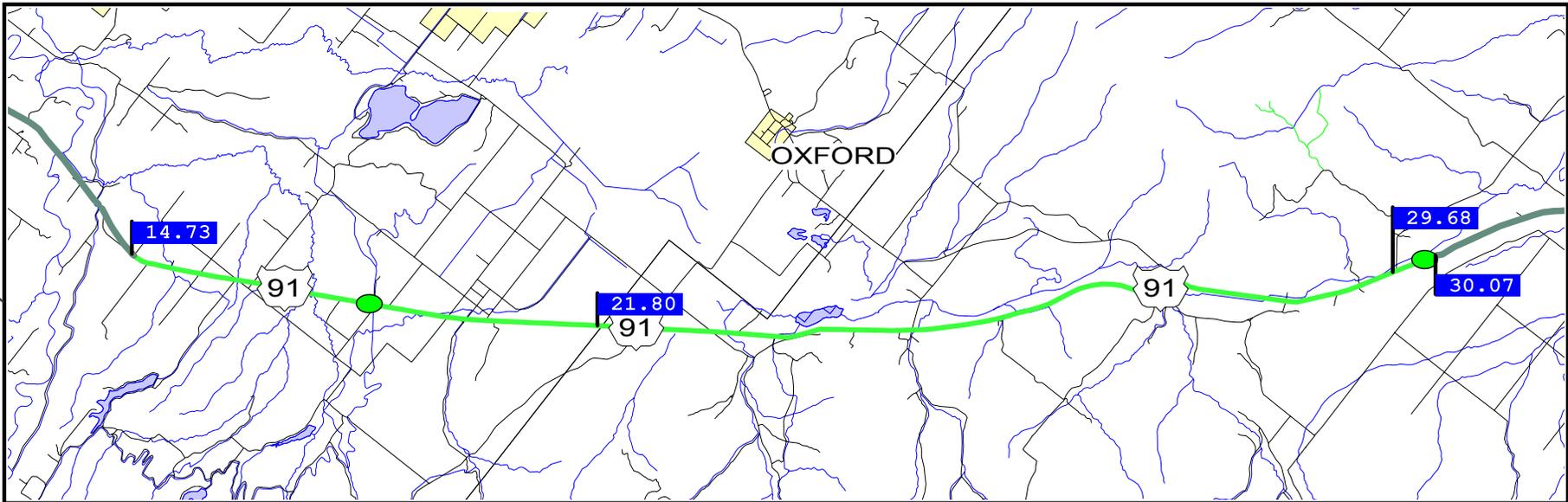
STRUCTURE REPLACEMENTS

BRIDGE KEY	17455
FEATURES	CUB RIVER
MILEPOST	1.86
SQUARE FOOTAGE	2508
PROGRAMMED YEAR	2003
SUFFICIENCY RATING	41.6
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT



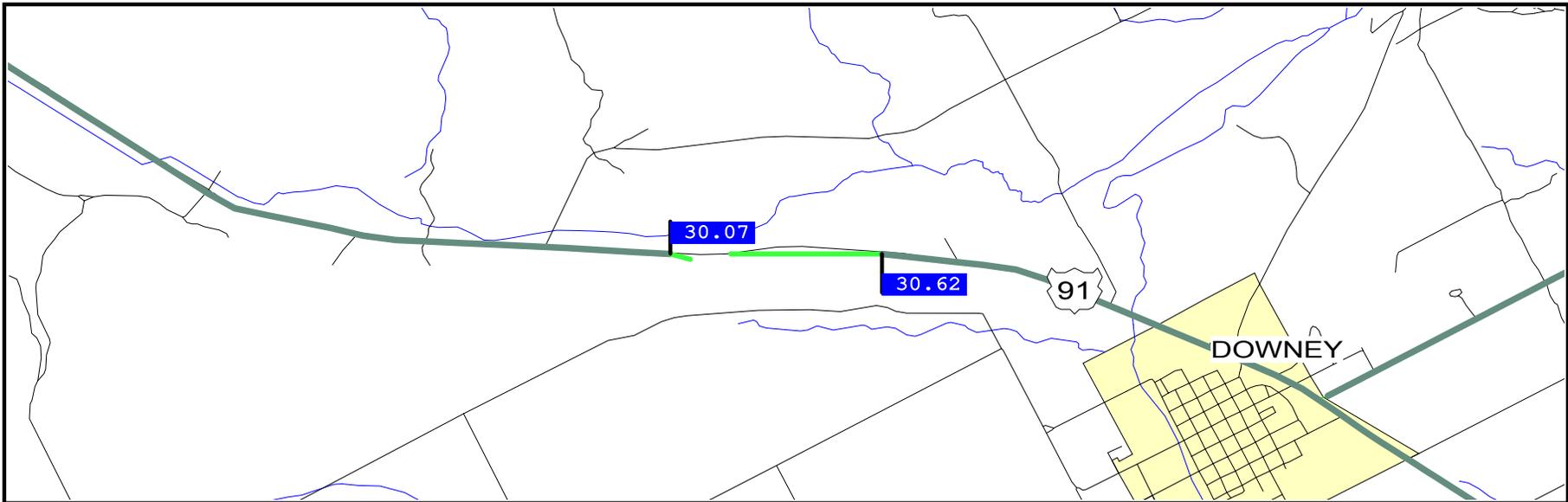
RURAL

MILEPOSTS	13.79 - 14.69
COUNTY	FRANKLIN
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.900
NUM OF LANES (EXISTING)	3
LANES	
WIDTH	36
MATERIAL TYPE	BIT-SURF-TREATD
SHOULDER	
WIDTH	6
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
ADT (CURRENT)	1,200
ADT (FUTURE) -- 20 YEAR	1,623
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	1998
S/N OR D	2.8
PERCENT TRUCKS--PEAK	11
V/C RATIO	0.05
CRACK/ROUGH/FINAL INDEX	5.0/3.5/4.3



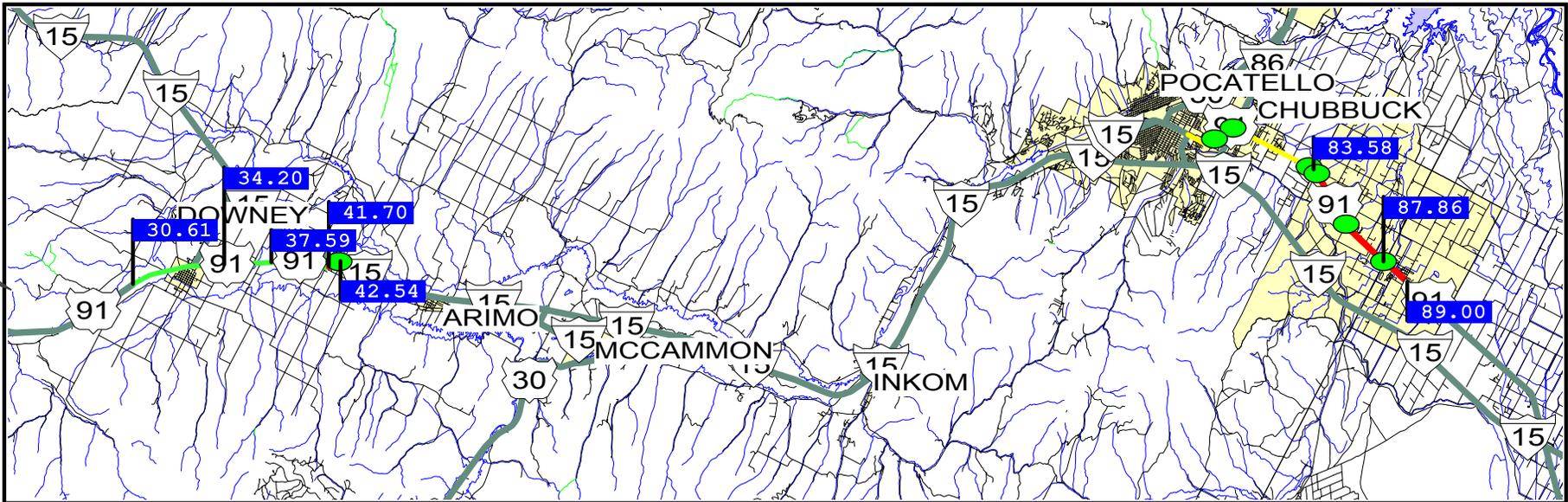
RURAL

MILEPOSTS	14.73 - 21.80	21.80 - 29.68	29.68 - 30.07
COUNTY	FRANKLIN	BANNOCK	BANNOCK
HIGHWAY DISTRICT #	5	5	5
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL
SECTION LENGTH	7.070	7.880	0.390
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	4	3	6
MATERIAL TYPE	COMBINATION	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	1,228	1,150	1,100
ADT (FUTURE) -- 20 YEAR	1,657	1,549	1,479
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1993	1999	1995
SEAL COAT YEAR	1998	1998	1990
S/N OR D	3.8	3.9	6.4
PERCENT TRUCKS--PEAK	11	10	8
V/C RATIO	0.07	0.07	0.08
CRACK/ROUGH/FINAL INDEX	4.0/3.5/3.8	4.5/3.6/4.1	5.0/2.7/4.0



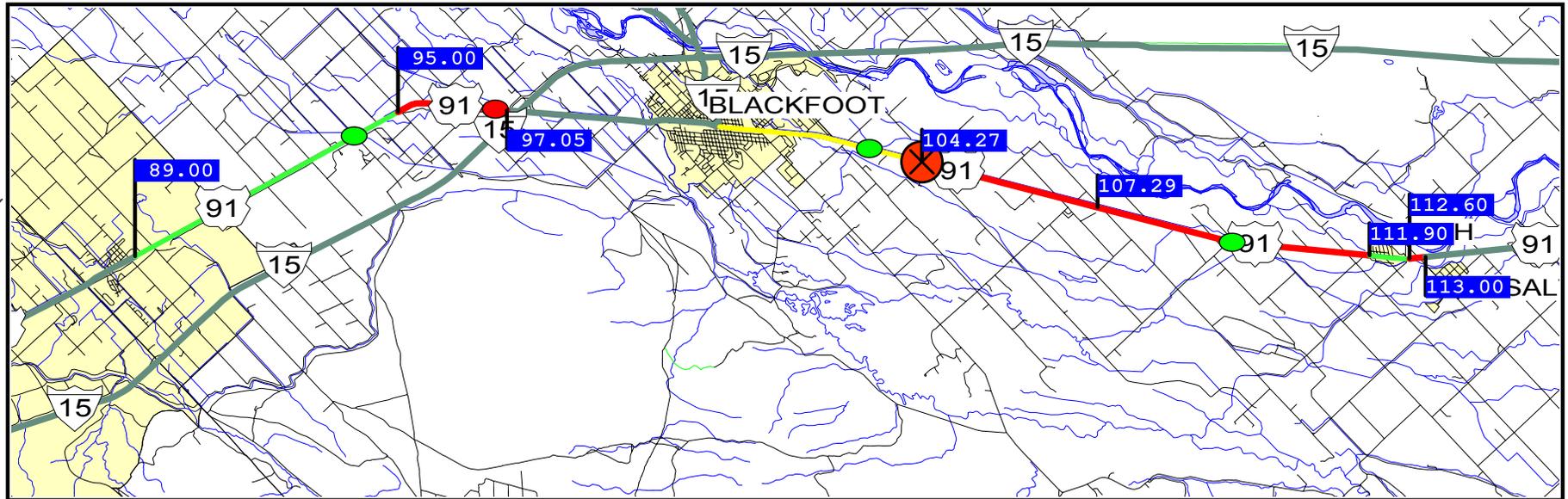
MILEPOSTS	30.07 - 30.62
COUNTY	BANNOCK
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.550
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	8
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	1,100
ADT (FUTURE) -- 20 YEAR	1,479
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	2.5
PERCENT TRUCKS--PEAK	8
V/C RATIO	0.08
CRACK/ROUGH/FINAL INDEX	4.5/2.9/3.8

RURAL



MILEPOSTS	30.61 - 34.20	34.20 - 37.59	37.59 - 41.70	41.70 - 42.54	83.58 - 87.86	87.86 - 89.00
COUNTY	BANNOCK	BANNOCK	BANNOCK	BANNOCK	BANNOCK	BINGHAM
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.594	3.388	4.112	0.839	4.281	1.142
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	6	4	8	8	4	4
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,195	1,443	1,811	1,743	3,641	3,226
ADT (FUTURE) -- 20 YEAR	1,613	1,951	2,434	2,343	4,452	3,944
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	TWO LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	COLD IN PL W/OV	COLD IN PL W/OV	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1977	1995	1995	1972	1973	1977
SEAL COAT YEAR	2002	1990	1986	1995	1999	1999
S/N OR D	3.0	3.8	3.0	2.1	6.6	5.0
PERCENT TRUCKS--PEAK	10	11	9	9	3	4
V/C RATIO	0.08	0.10	0.10	0.09	0.16	0.14
CRACK/ROUGH/FINAL INDEX	5.0/3.7/4.4	5.0/3.9/4.5	5.0/3.7/4.4	3.0/2.4/2.7	2.4/3.1/2.7	2.0/2.7/2.3

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2006	2006	2004
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$17,000	\$5,000
FOR CONSTRUCTION	\$121,000	\$942,000	\$251,000
TOTAL	\$121,000	\$959,000	\$256,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2



MILEPOSTS	89.00 - 95.00	95.00 - 97.05	104.27 - 107.29	107.29 - 111.90	111.90 - 112.60	112.60 - 113.00
COUNTY	BINGHAM	BINGHAM	BINGHAM	BINGHAM	BINGHAM	BINGHAM
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	NO	YES	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	6.000	2.052	3.023	4.611	0.700	0.400
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	4	3	3	2	0	3
MATERIAL TYPE	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS	CURBED	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	3,216	3,267	3,364	3,339	4,091	4,101
ADT (FUTURE) -- 20 YEAR	3,932	3,994	4,129	4,098	5,012	5,034
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	MILL AND INLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	2000	1977	1999	1999	1994	1979
SEAL COAT YEAR	1999	1999	1999	1999	1994	1994
S/N OR D	4.2	3.9	2.6	2.6	2.8	1.6
PERCENT TRUCKS--PEAK	4	4	6	6	5	5
V/C RATIO	0.14	0.14	0.15	0.15	0.19	0.18
CRACK/ROUGH/FINAL INDEX	5.0/3.9/4.5	1.5/3.0/2.1	5.0/3.7/4.5	5.0/3.7/4.5	5.0/3.3/4.3	2.4/2.8/2.6

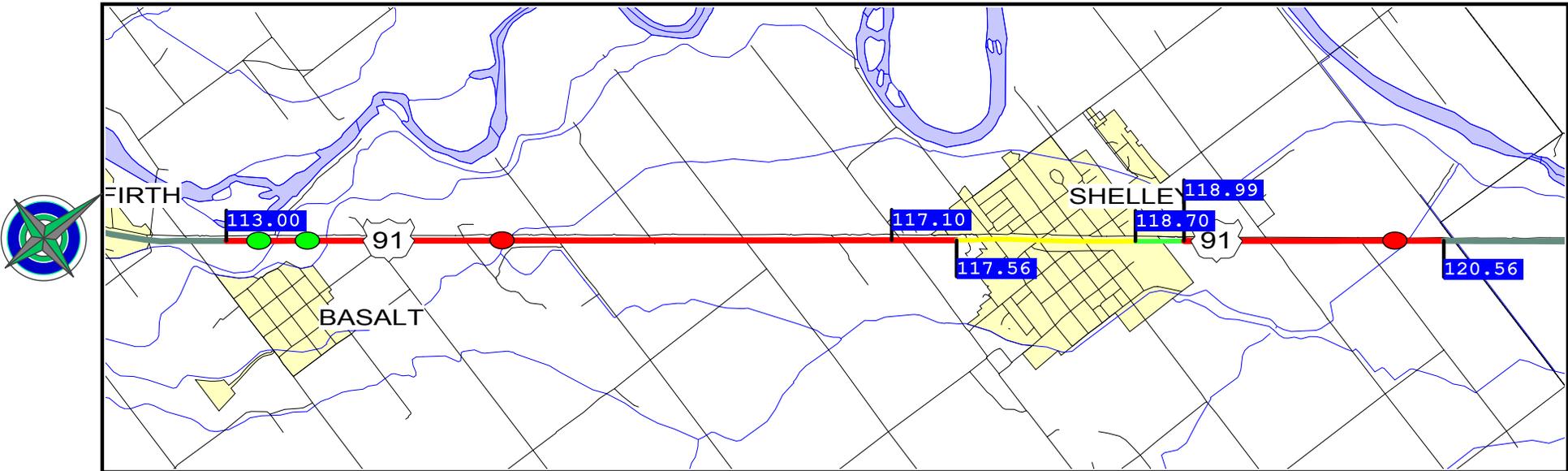
RURAL

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2003	RESURFACE WITH SHLD IMPROVMENT 2014	RESURFACE WITH SHLD IMPROVMENT 2014	RESURFACE WITH SHLD IMPROVMENT 2005
YEAR OF IMPROVEMENT				
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$8,000	\$12,000	\$18,000	\$2,000
FOR CONSTRUCTION	\$451,000	\$665,000	\$1,014,000	\$88,000
TOTAL	\$459,000	\$677,000	\$1,032,000	\$90,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

BRIDGE KEY	17525
FEATURES	BLACKFOOT CANA
MILEPOST	96.89
SQUARE FOOTAGE	958
PROGRAMMED YEAR	2005
SUFFICIENCY RATING	45.2
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT



RURAL

MILEPOSTS	113.00 - 117.10	117.10 - 117.56	118.70 - 118.99	118.99 - 120.56
COUNTY	BINGHAM	BINGHAM	BINGHAM	BINGHAM
HIGHWAY DISTRICT #	5	5	5	5
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.100	0.461	0.294	1.571
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	3	3	3	3
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	3,934	5,710	6,200	6,569
ADT (FUTURE) -- 20 YEAR	4,819	6,954	7,550	8,015
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	2000	1979	1971	1971
SEAL COAT YEAR	2000	1994	1994	1994
S/N OR D	2.6	1.6	3.7	3.7
PERCENT TRUCKS--PEAK	5	2	2	3
V/C RATIO	0.17	0.25	0.27	0.29
CRACK/ROUGH/FINAL INDEX	5.0/3.6/4.4	2.4/3.6/2.9	5.0/2.8/4.1	3.5/3.5/3.5

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2015	RESURFACE WITH SHLD IMPROVMENT 2005	RESURFACE WITH SHLD IMPROVMENT 2014
YEAR OF IMPROVEMENT	2015	2005	2014
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$16,000	\$2,000	\$6,000
FOR CONSTRUCTION	\$902,000	\$101,000	\$346,000
TOTAL	\$918,000	\$103,000	\$352,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2

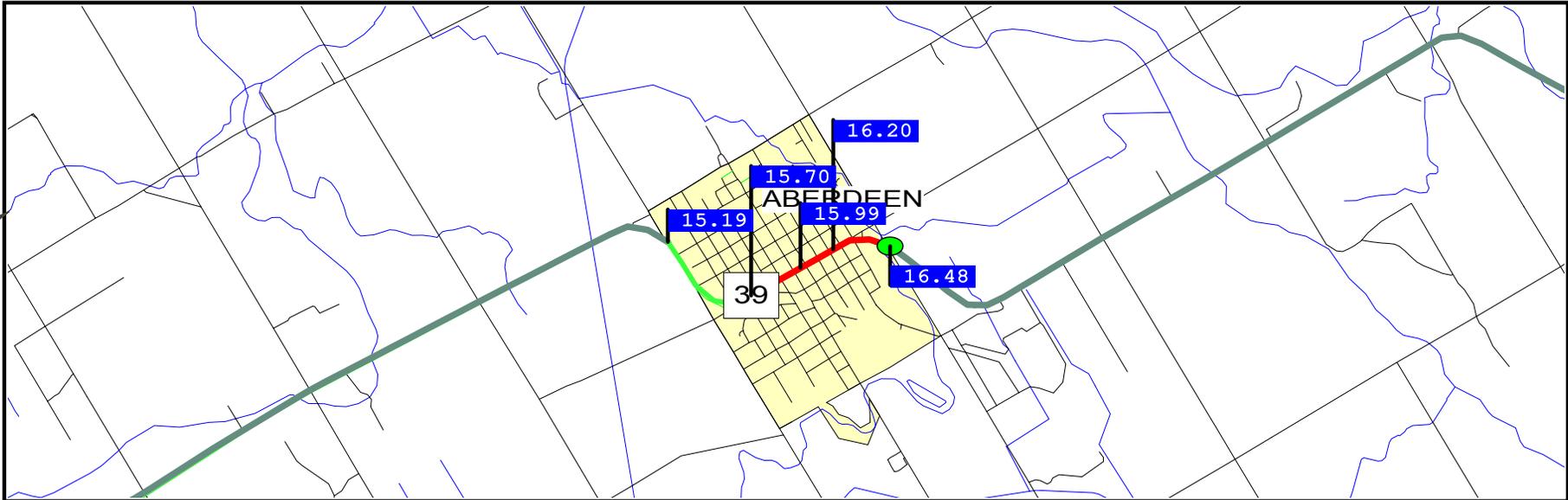
S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

	17550	17555
BRIDGE KEY	17550	17555
FEATURES	CEDAR POINT CA	SNAKE RIVER VA
MILEPOST	114.73	120.27
SQUARE FOOTAGE	532	0
PROGRAMMED YEAR	2003	
SUFFICIENCY RATING	25.8	48.1
WEIGHT RESTRICTION	NO	NO
WIDTH RESTRICTION	NO	NO
HEIGHT RESTRICTION	NO	NO
DEFICIENCY	STRUC DEFICIENT	NONE

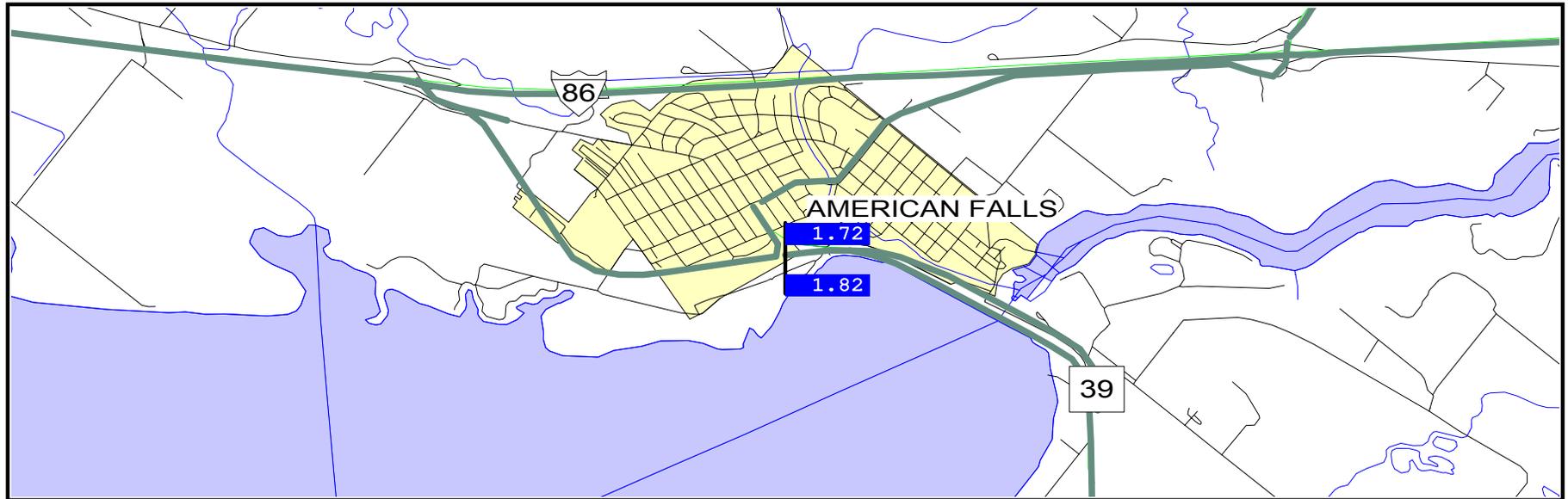
URBAN

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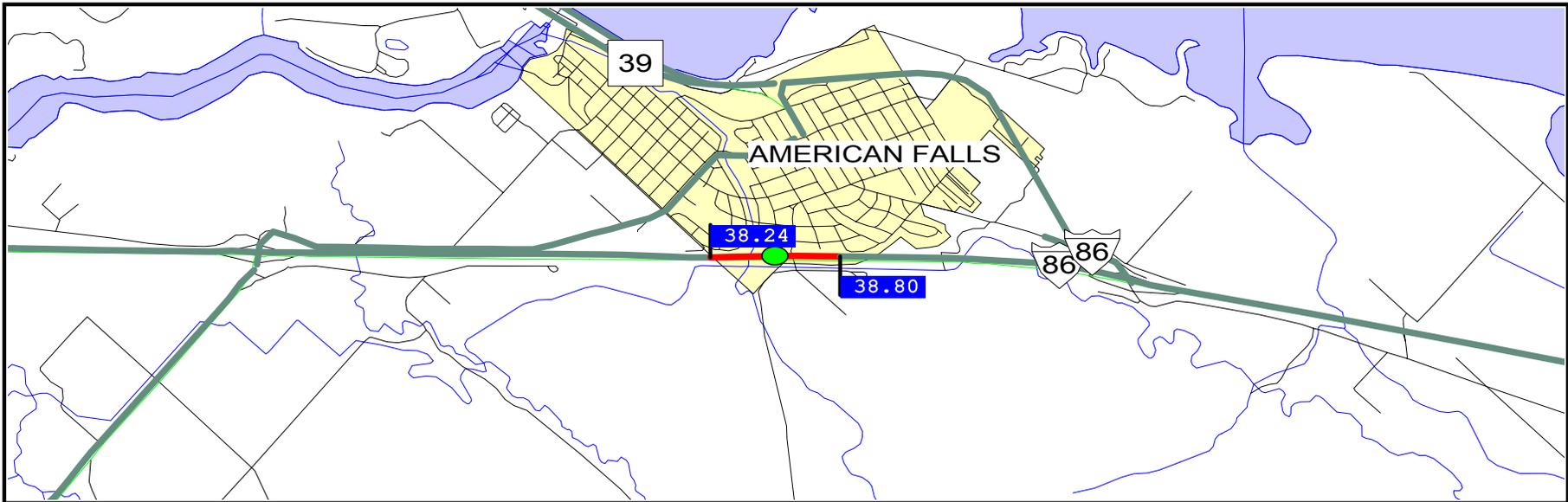
MILEPOSTS	15.19 - 15.70	15.70 - 15.99	15.99 - 16.20	16.20 - 16.48
COUNTY	BINGHAM	BINGHAM	BINGHAM	BINGHAM
URBAN AREA	ABERDEEN	ABERDEEN	ABERDEEN	ABERDEEN
HIGHWAY DISTRICT #	5	5	5	5
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES
URBAN LOCATION	RESIDENTIAL	CENTRAL BUS DIS	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.512	0.292	0.210	0.278
NUM OF LANES (EXISTING)	2	4	4	2
LANES				
WIDTH	24	48	48	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMINOUS
SHOULDER				
WIDTH	4	NA	NA	5
MATERIAL TYPE	BITUMINOUS	CURBED	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
PARKING	NONE	BOTH SIDES	BOTH SIDES	NONE
ADT (CURRENT)	2,609	2,600	2,600	2,220
ADT (FUTURE) -- 20 YEAR	3,209	3,198	3,198	2,736
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	MILL INLAY&OVER	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1999	1968	1968	1968
SEAL COAT YEAR	1999	1998	1998	1998
S/N OR D	4.3	2.2	4.4	4.4
PERCENT TRUCKS--PEAK	6	6	6	7
V/C RATIO	0.09	0.04	0.04	0.08
CRACK/ROUGH/FINAL INDEX	4.9/3.8/4.4	3.5/3.4/3.5	2.9/3.1/3.0	3.0/2.5/2.8

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE WITH
YEAR OF IMPROVEMENT	2008	2009	SHLD IMPROVEMENT
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:			SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$0	\$17,000
FOR CONSTRUCTION	\$190,000	\$97,000	\$79,000
TOTAL	\$190,000	\$97,000	\$96,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4	2



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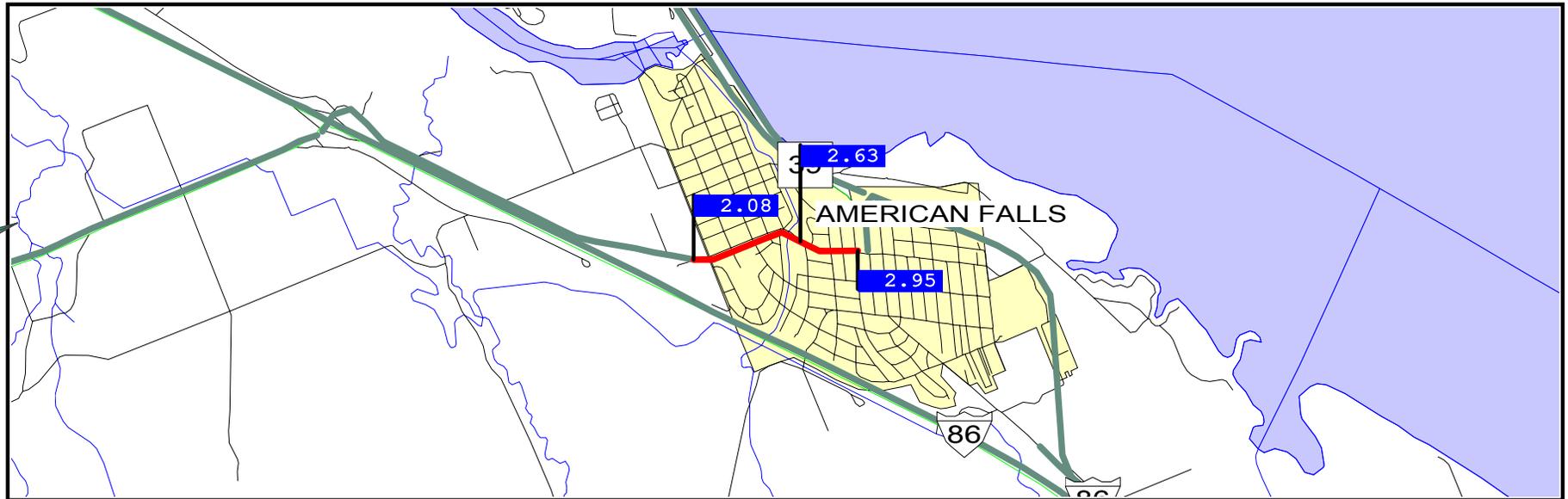
MILEPOSTS	1.72 - 1.82
COUNTY	POWER
URBAN AREA	AMERICAN FALLS
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.095
NUM OF LANES (EXISTING)	3
LANES	
WIDTH	36
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	5,100
ADT (FUTURE) -- 20 YEAR	6,360
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	REHAB & RESURF
YEAR OF IMPROVEMENT	1990
SEAL COAT YEAR	1998
S/N OR D	5.2
PERCENT TRUCKS--PEAK	12
V/C RATIO	0.09
CRACK/ROUGH/FINAL INDEX	4.5/2.7/3.7



URBAN

MILEPOSTS	38.24 - 38.80
COUNTY	POWER
URBAN AREA	AMERICAN FALLS
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	RURAL IN CHAR.
SECTION LENGTH	0.564
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	12
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	52
PARKING	NONE
ADT (CURRENT)	6,100
ADT (FUTURE) -- 20 YEAR	10,536
ACCESS CONTROL (CURRENT)	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	HOT IN PL RECYC
YEAR OF IMPROVEMENT	1992
SEAL COAT YEAR	----
S/N OR D	4.5
PERCENT TRUCKS--PEAK	25
V/C RATIO	0.09
CRACK/ROUGH/FINAL INDEX	5.0/3.9/4.4

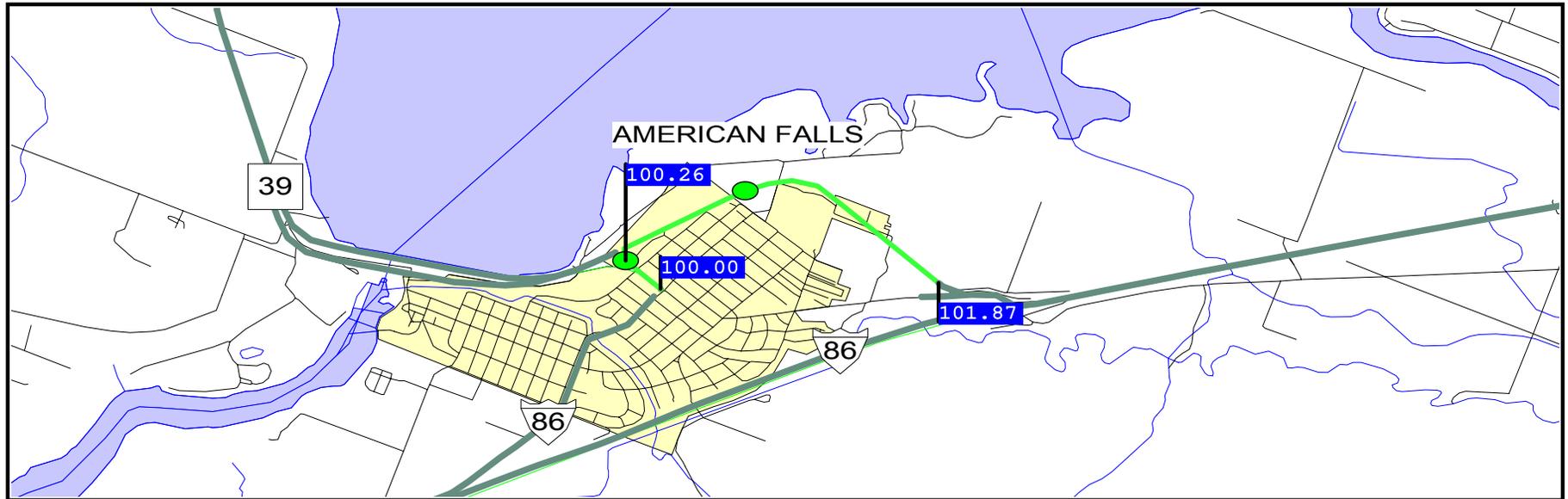
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2014
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$253,000
TOTAL	\$253,000
ACCESS CONTROL (FUTURE)	FULL CONTROL
NUM OF LANES (DES.)	4



MILEPOSTS	2.08 - 2.63	2.63 - 2.95
COUNTY	POWER	POWER
URBAN AREA	AMERICAN FALLS	AMERICAN FALLS
HIGHWAY DISTRICT #	5	5
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	RESIDENTIAL	CENTRAL BUS DIS
SECTION LENGTH	0.555	0.318
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	MIXED BITUMNOUS	MIXED BITUMNOUS
SHOULDER		
WIDTH	NA	NA
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
PARKING	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	4,777	6,672
ADT (FUTURE) -- 20 YEAR	7,310	10,230
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLANT MIX SEAL	PLANT MIX SEAL
YEAR OF IMPROVEMENT	1996	1996
SEAL COAT YEAR	----	----
S/N OR D	2.6	2.6
PERCENT TRUCKS--PEAK	6	5
V/C RATIO	0.21	0.29
CRACK/ROUGH/FINAL INDEX	1.6/3.3/2.3	1.5/3.4/2.2

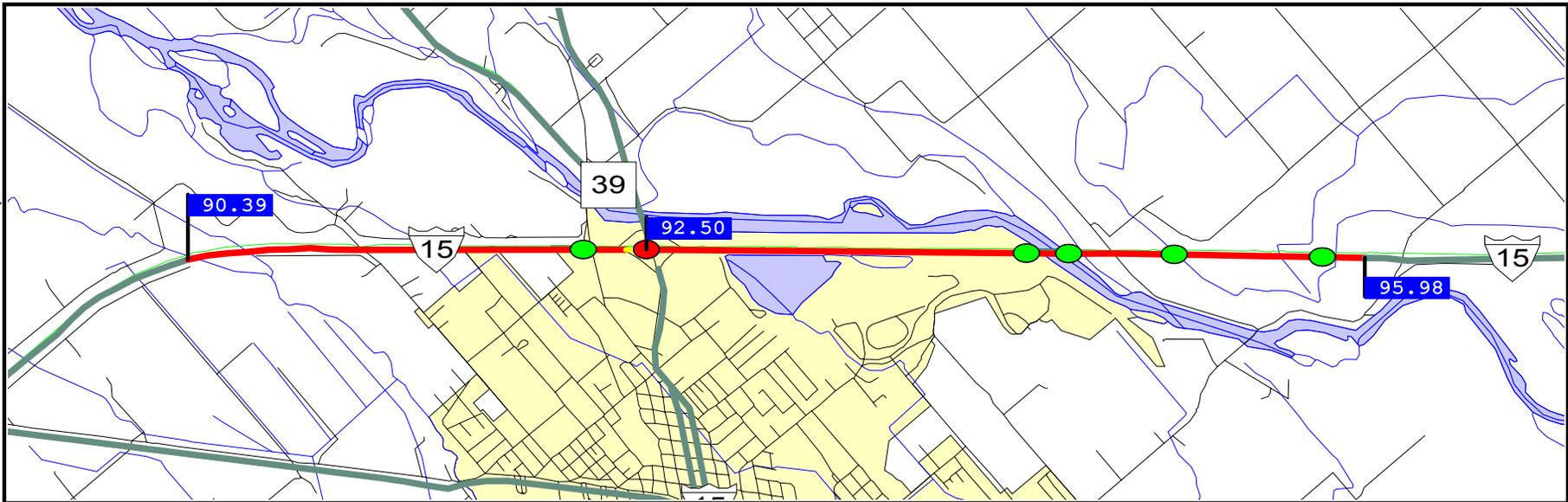
TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE
	2003	2003
	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$129,000	\$104,000
TOTAL	\$129,000	\$104,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

URBAN



MILEPOSTS	100.00 - 100.26	100.26 - 101.87
COUNTY	POWER	POWER
URBAN AREA	AMERICAN FALLS	AMERICAN FALLS
HIGHWAY DISTRICT #	5	5
FUNCTIONAL CLASS	COLLECTOR	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
URBAN LOCATION	FRINGE	FRINGE
SECTION LENGTH	0.259	1.611
NUM OF LANES (EXISTING)	4	2
LANES		
WIDTH	48	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	0	6
MATERIAL TYPE	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--
PARKING	NONE	NONE
ADT (CURRENT)	4,004	2,500
ADT (FUTURE) -- 20 YEAR	4,993	3,118
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1989	1998
SEAL COAT YEAR	----	1998
S/N OR D	5.2	3.5
PERCENT TRUCKS--PEAK	12	11
V/C RATIO	0.07	0.10
CRACK/ROUGH/FINAL INDEX	4.0/2.1/3.3	4.5/2.7/3.7

URBAN



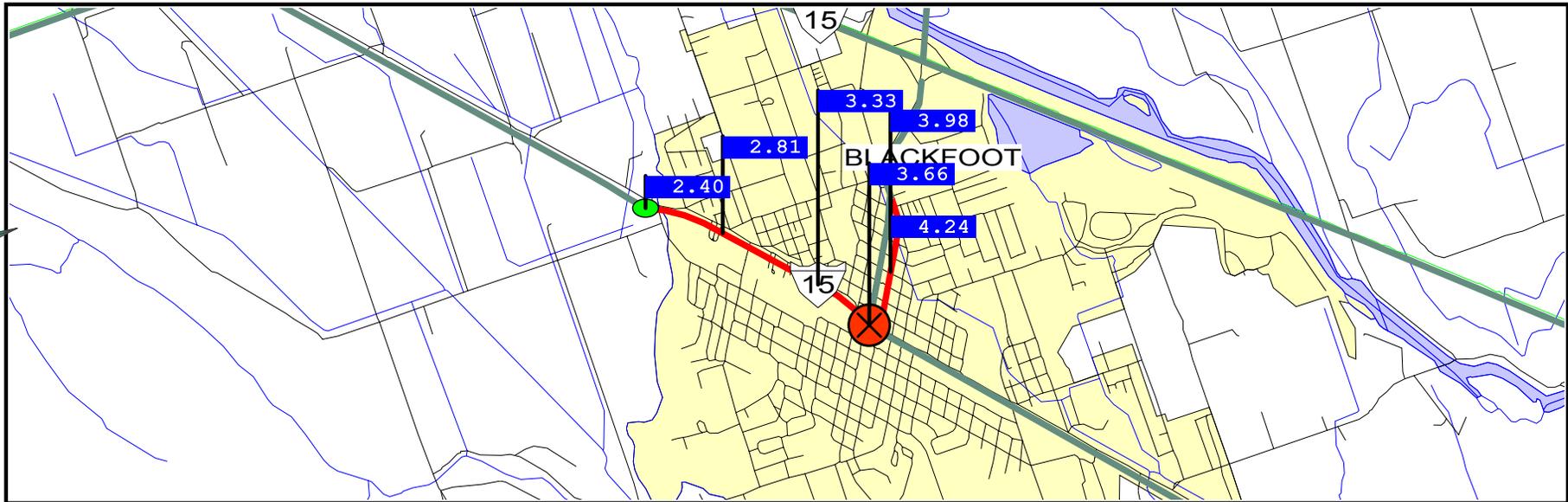
MILEPOSTS	90.39 - 92.50	92.50 - 95.98
COUNTY	BINGHAM	BINGHAM
URBAN AREA	BLACKFOOT	BLACKFOOT
HIGHWAY DISTRICT #	5	5
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO
STRUCTURES	YES	YES
URBAN LOCATION	RURAL IN CHAR.	RURAL IN CHAR.
SECTION LENGTH	2.105	3.484
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	76	76
PARKING	NONE	NONE
ADT (CURRENT)	17,000	17,465
ADT (FUTURE) -- 20 YEAR	27,532	28,285
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	MILL INLAY&OVER	MILL INLAY&OVER
YEAR OF IMPROVEMENT	1998	1996
SEAL COAT YEAR	----	----
S/N OR D	4.1	4.9
PERCENT TRUCKS--PEAK	12	12
V/C RATIO	0.26	0.27
CRACK/ROUGH/FINAL INDEX	5.0/3.9/4.4	4.4/3.5/3.9

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2010	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$943,000	\$1,561,000
TOTAL	\$943,000	\$1,561,000
ACCESS CONTROL (FUTURE)	FULL CONTROL	FULL CONTROL
NUM OF LANES (DES.)	4	4

S T R U C T U R E I M P R O V E M E N T S

STRUCTURE REPLACEMENTS

BRIDGE KEY	11480
FEATURES	US 26;WEST BLA
MILEPOST	92.51
SQUARE FOOTAGE	1920
PROGRAMMED YEAR	
SUFFICIENCY RATING	51.3
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE



URBAN

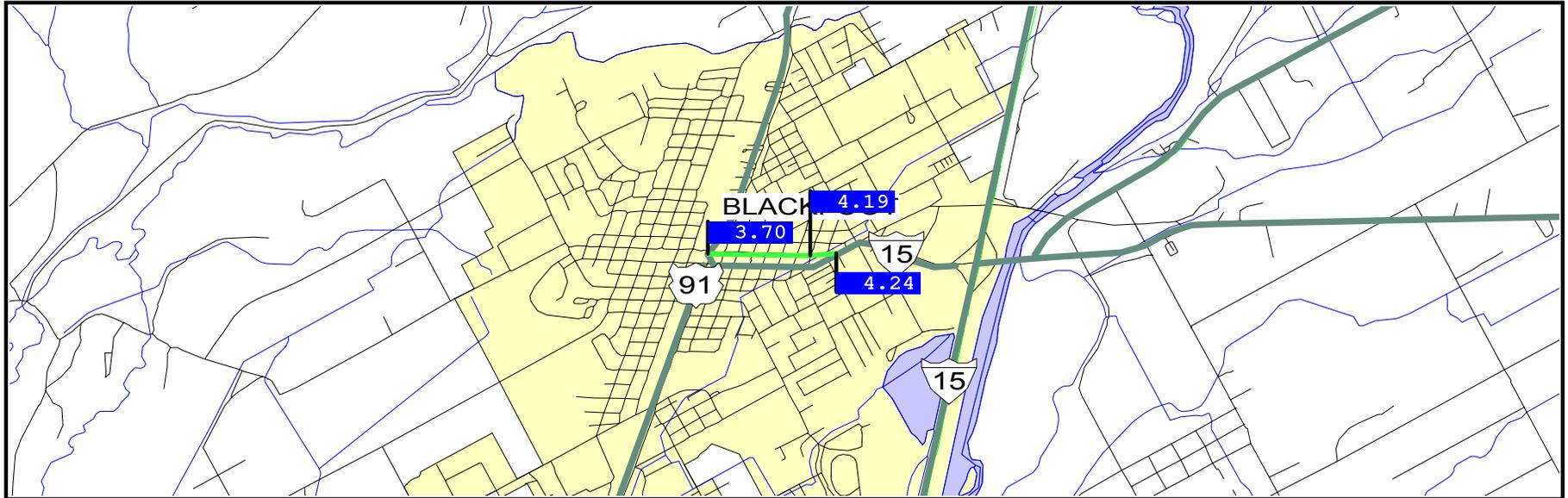
MILEPOSTS	2.40 - 2.81	2.81 - 3.33	3.33 - 3.66	3.66 - 3.98	3.98 - 4.24
COUNTY	BINGHAM	BINGHAM	BINGHAM	BINGHAM	BINGHAM
URBAN AREA	BLACKFOOT	BLACKFOOT	BLACKFOOT	BLACKFOOT	BLACKFOOT
HIGHWAY DISTRICT #	5	5	5	5	5
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NHS	NHS
RR-XINGS	NO	NO	YES	NO	NO
STRUCTURES	YES	NO	NO	NO	NO
URBAN LOCATION	FRINGE	FRINGE	CENTRAL BUS DIS	CENTRAL BUS DIS	FRINGE
SECTION LENGTH	0.407	0.524	0.328	0.324	0.261
NUM OF LANES (EXISTING)	4	4	4	2	2
LANES					
WIDTH	48	48	48	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER					
WIDTH	NA	NA	NA	NA	NA
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--	--
PARKING	BOTH SIDES	BOTH SIDES	BOTH SIDES	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	6,545	7,068	7,903	8,375	8,700
ADT (FUTURE) -- 20 YEAR	8,050	8,676	9,701	10,199	10,595
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	ONE LANE	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	MILL AND INLAY	MILL AND INLAY	MILL AND INLAY	MILL AND INLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1997	1997	1997	2000	1974
SEAL COAT YEAR	1991	1991	1991	1992	1992
S/N OR D	2.3	2.3	2.3	2.6	2.6
PERCENT TRUCKS--PEAK	6	6	5	2	2
V/C RATIO	0.10	0.11	0.12	0.38	0.28
CRACK/ROUGH/FINAL INDEX	4.8/3.0/4.0	5.0/3.9/4.6	4.5/2.6/3.8	4.0/2.7/3.4	3.7/3.2/3.5

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE	RESURFACE
	2013	2013	2012	2011	2009
	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$265,000	\$342,000	\$214,000	\$106,000	\$85,000
TOTAL	\$265,000	\$342,000	\$214,000	\$106,000	\$85,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4	4	2	2

RR CROSSING NUMBER	813178V
TOTAL THROUGH TRAINS	2
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 25
CROSSING SURFACE TYPE	RUBBER
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
MAST MOUNTED	2
GATES	0
SIGNS	4
REFLECT. XBUCKS	2
OTHER SIGNS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	2
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

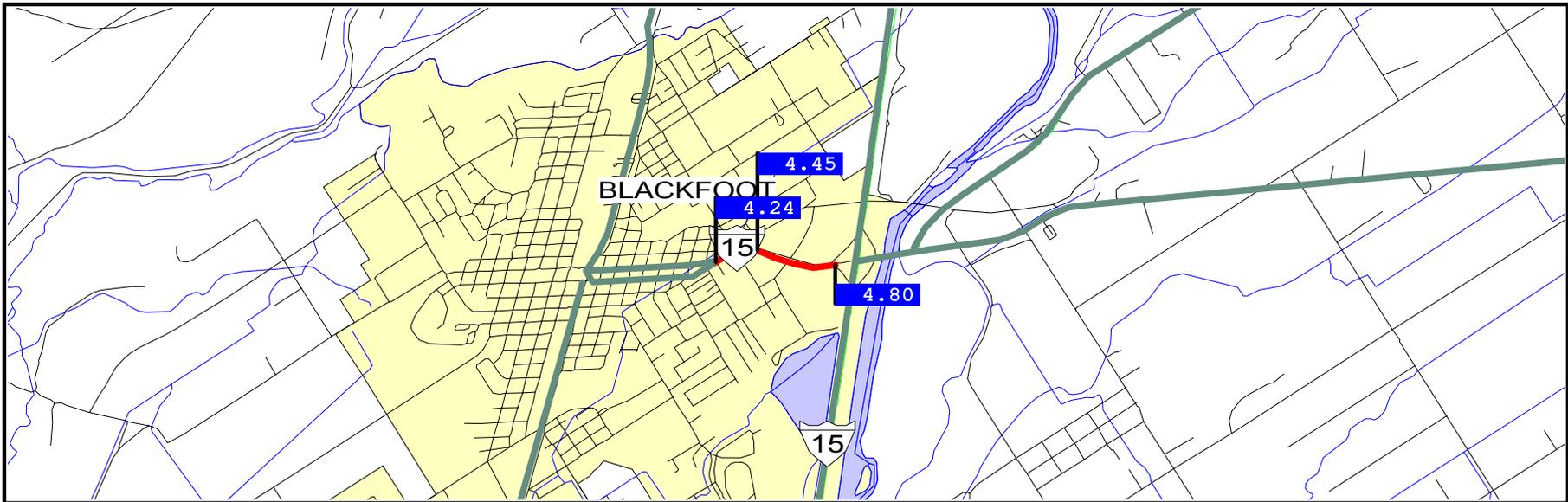
TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$0
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$250,000
ADMINISTRATIVE	\$12,500
TOI CROSSING SURFACE	RUBBER



MILEPOSTS	3.70 - 4.19	4.19 - 4.24
COUNTY	BINGHAM	BINGHAM
URBAN AREA	BLACKFOOT	BLACKFOOT
HIGHWAY DISTRICT #	5	5
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	CENTRAL BUS DIS	FRINGE
SECTION LENGTH	0.488	0.051
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	MIXED BITUMNOUS	HIGH FLEXIBLE
SHOULDER		
WIDTH	NA	NA
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
PARKING	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	8,105	9,600
ADT (FUTURE) -- 20 YEAR	9,870	11,691
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	MILL AND INLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	2000	1962
SEAL COAT YEAR	----	----
S/N OR D	4.8	4.8
PERCENT TRUCKS--PEAK	2	2
V/C RATIO	0.26	0.31
CRACK/ROUGH/FINAL INDEX	4.0/3.3/3.7	5.0/3.3/4.3

URBAN

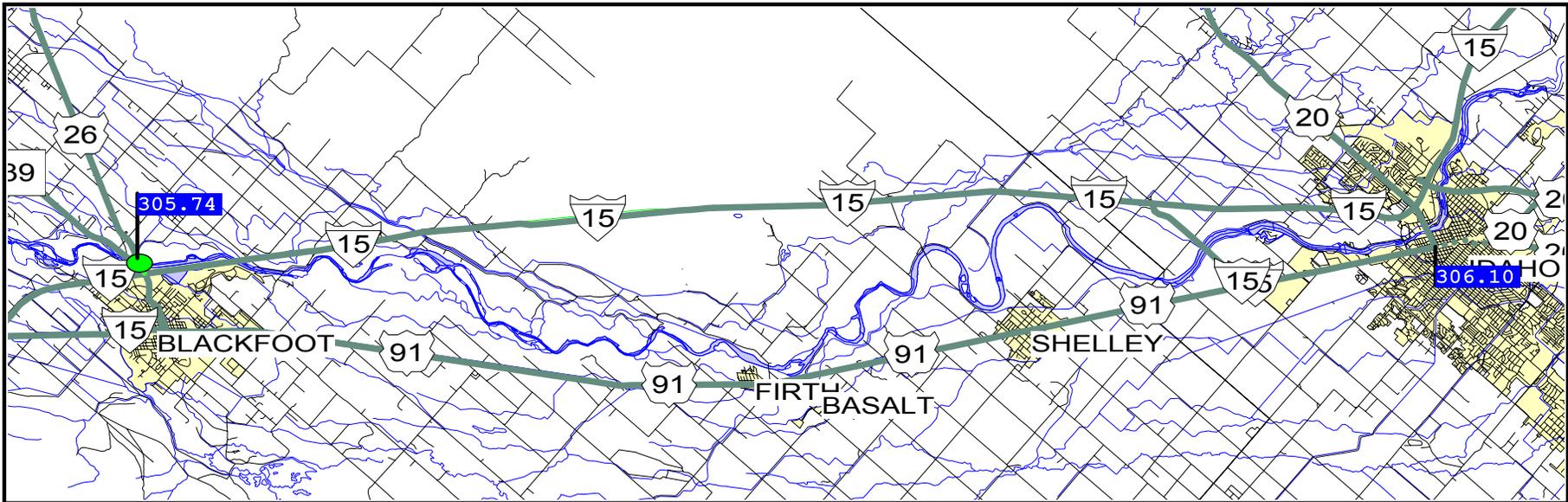
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MILEPOSTS	4.24 - 4.45	4.45 - 4.80
COUNTY	BINGHAM	BINGHAM
URBAN AREA	BLACKFOOT	BLACKFOOT
HIGHWAY DISTRICT #	5	5
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	FRINGE	RURAL IN CHAR.
SECTION LENGTH	0.210	0.348
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	0	6
MATERIAL TYPE	CURBED	BITUMINOUS
MEDIAN WIDTH	--	14
PARKING	NONE	NONE
ADT (CURRENT)	17,966	16,609
ADT (FUTURE) -- 20 YEAR	21,965	20,306
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	MILL AND INLAY	MILL AND INLAY
YEAR OF IMPROVEMENT	2000	2000
SEAL COAT YEAR	1992	----
S/N OR D	2.6	2.6
PERCENT TRUCKS--PEAK	3	4
V/C RATIO	0.32	0.25
CRACK/ROUGH/FINAL INDEX	4.6/2.9/3.9	5.0/3.4/4.3

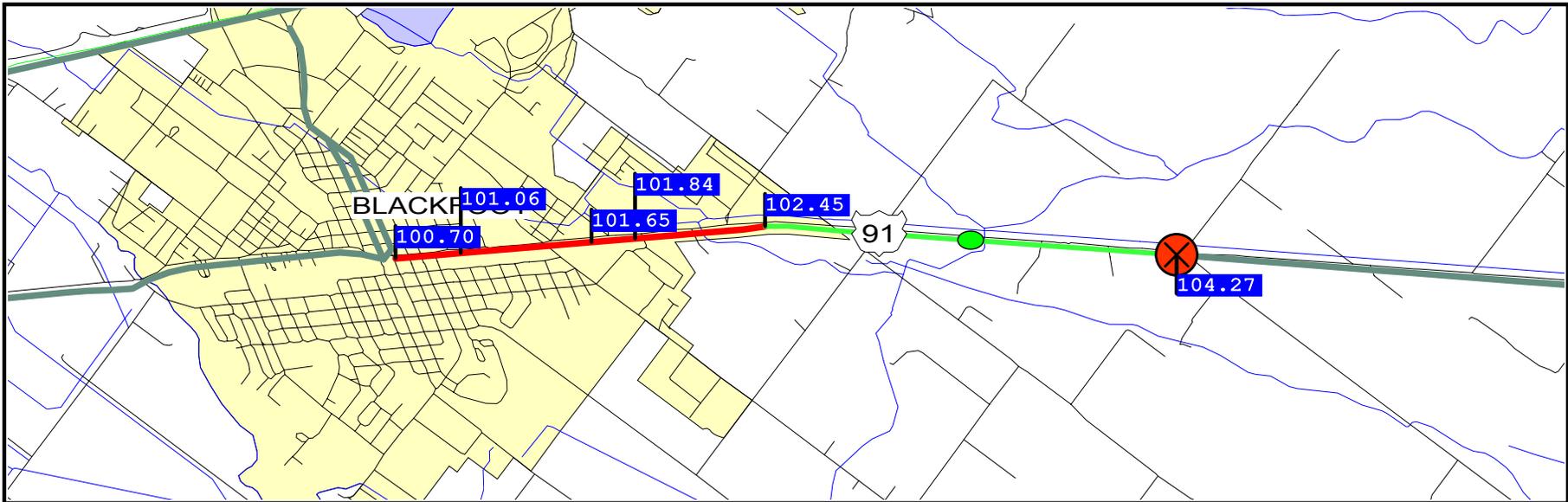
TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2010	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$46,000
FOR CONSTRUCTION	\$137,000	\$276,000
TOTAL	\$137,000	\$322,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4

URBAN



MILEPOSTS	305.74 - 306.10
COUNTY	BINGHAM
URBAN AREA	BLACKFOOT
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	RURAL IN CHAR.
SECTION LENGTH	0.361
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	13,964
ADT (FUTURE) -- 20 YEAR	19,990
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	REHAB & RESURF
YEAR OF IMPROVEMENT	1984
SEAL COAT YEAR	----
S/N OR D	3.7
PERCENT TRUCKS--PEAK	1
V/C RATIO	0.23
CRACK/ROUGH/FINAL INDEX	4.5/2.9/3.8

URBAN



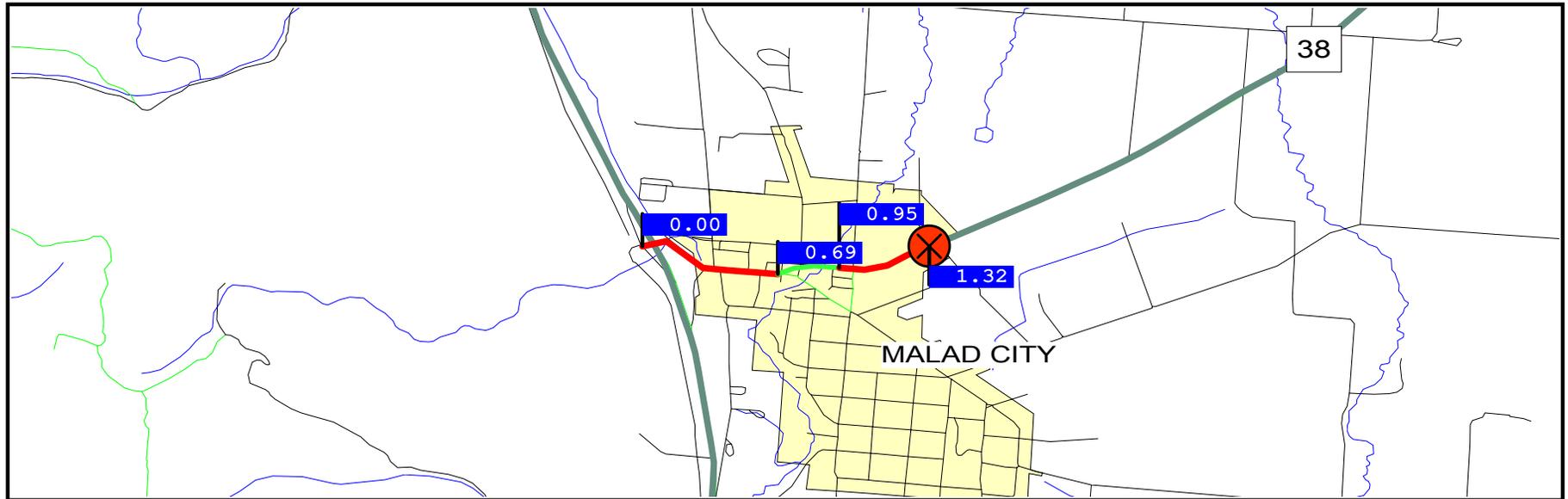
MILEPOSTS	100.70 - 101.06	101.06 - 101.65	101.65 - 101.84	101.84 - 102.45	102.45 - 104.27
COUNTY	BINGHAM	BINGHAM	BINGHAM	BINGHAM	BINGHAM
URBAN AREA	BLACKFOOT	BLACKFOOT	BLACKFOOT	BLACKFOOT	BLACKFOOT
HIGHWAY DISTRICT #	5	5	5	5	5
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	YES
STRUCTURES	NO	NO	NO	NO	YES
URBAN LOCATION	CENTRAL BUS DIS	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.364	0.588	0.184	0.614	1.816
NUM OF LANES (EXISTING)	4	4	4	2	2
LANES					
WIDTH	48	48	48	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER					
WIDTH	NA	NA	3	4	4
MATERIAL TYPE	CURBED	CURBED	BITUMINOUS	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--
PARKING	BOTH SIDES	BOTH SIDES	NONE	NONE	NONE
ADT (CURRENT)	9,332	8,582	6,808	6,245	4,823
ADT (FUTURE) -- 20 YEAR	11,364	10,451	8,291	7,620	5,897
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	MILL AND INLAY	MILL AND INLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1997	1997	1958	1979	1999
SEAL COAT YEAR	1991	1991	1991	1991	1999
S/N OR D	2.3	2.3	1.2	1.6	2.6
PERCENT TRUCKS--PEAK	2	2	2	3	4
V/C RATIO	0.14	0.18	0.12	0.23	0.17
CRACK/ROUGH/FINAL INDEX	4.8/3.8/4.4	4.4/3.6/4.1	5.0/3.4/4.3	3.0/3.0/3.0	5.0/3.4/4.3

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2013	2012	2013	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:			SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$0	\$0	\$22,000	\$37,000
FOR CONSTRUCTION	\$237,000	\$273,000	\$105,000	\$174,000
TOTAL	\$237,000	\$273,000	\$127,000	\$211,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4	4	2

RR CROSSING NUMBER	811595X
TOTAL THROUGH TRAINS	10
TOT SWITCHING TRAINS	2
SPEED RANGE	3 TO 20
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
CANT NOT OVR ROAD	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	1
SPEED SELECTION	NOT APPLICABLE

R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$50,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$300,000
ADMINISTRATIVE	\$15,000
TOI CROSSING SURFACE	CONCRETE SLAB



URBAN

MILEPOSTS	0.00 - 0.69	0.69 - 0.95	0.95 - 1.32
COUNTY	ONEIDA	ONEIDA	ONEIDA
URBAN AREA	MALAD CITY	MALAD CITY	MALAD CITY
HIGHWAY DISTRICT #	5	5	5
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	YES
STRUCTURES	YES	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.689	0.264	0.370
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	MIXED BITUMNOUS	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	NA	NA	2
MATERIAL TYPE	CURBED	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--	--
PARKING	BOTH SIDES	BOTH SIDES	NONE
ADT (CURRENT)	2,287	1,502	1,294
ADT (FUTURE) -- 20 YEAR	2,802	1,833	1,582
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1976	1985	1985
SEAL COAT YEAR	1988	1988	1988
S/N OR D	2.3	4.1	2.8
PERCENT TRUCKS--PEAK	4	3	4
V/C RATIO	0.11	0.07	0.05
CRACK/ROUGH/FINAL INDEX	1.5/2.9/2.0	4.5/1.6/3.4	3.5/2.8/3.2

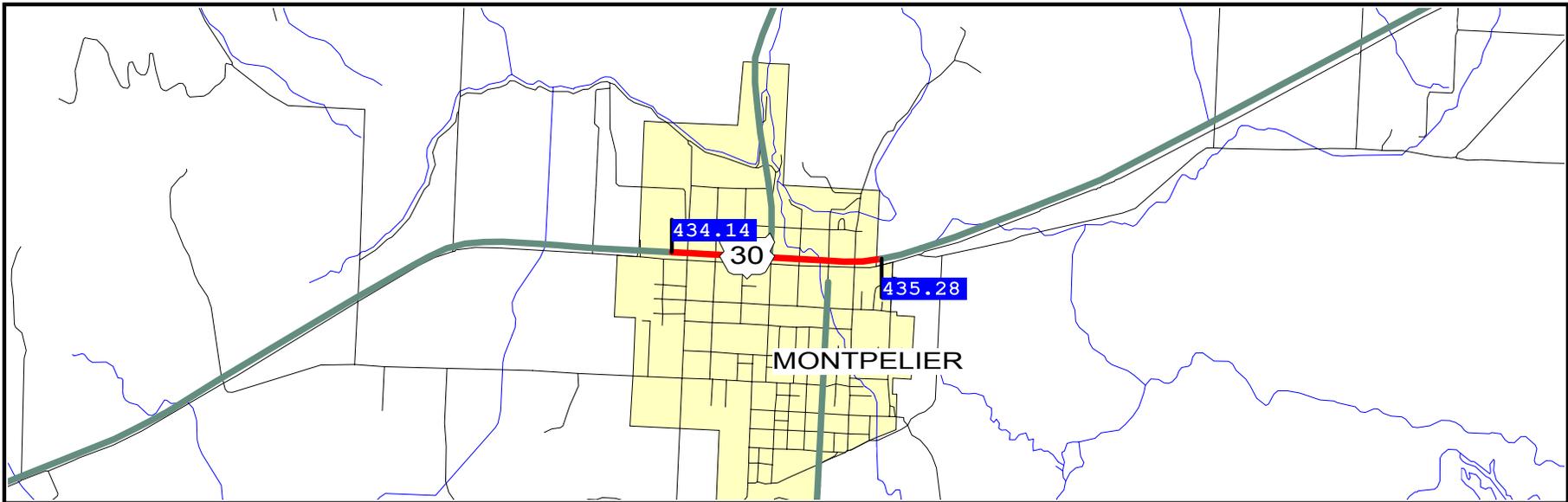
TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$22,000
FOR CONSTRUCTION	\$160,000	\$105,000
TOTAL	\$160,000	\$127,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

RR CROSSING NUMBER	806610M
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 20
CROSSING SURFACE TYPE	ASPHALT
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
MAST MOUNTED	2
GATES	2
RED/WHITE REFLCT.	2
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	1
SPEED SELECTION	NO

R R C R O S S I N G I M P R O V E M E N T

TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$50,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$50,000
ADMINISTRATIVE	\$2,500
TOI CROSSING SURFACE	CONCRETE SLAB

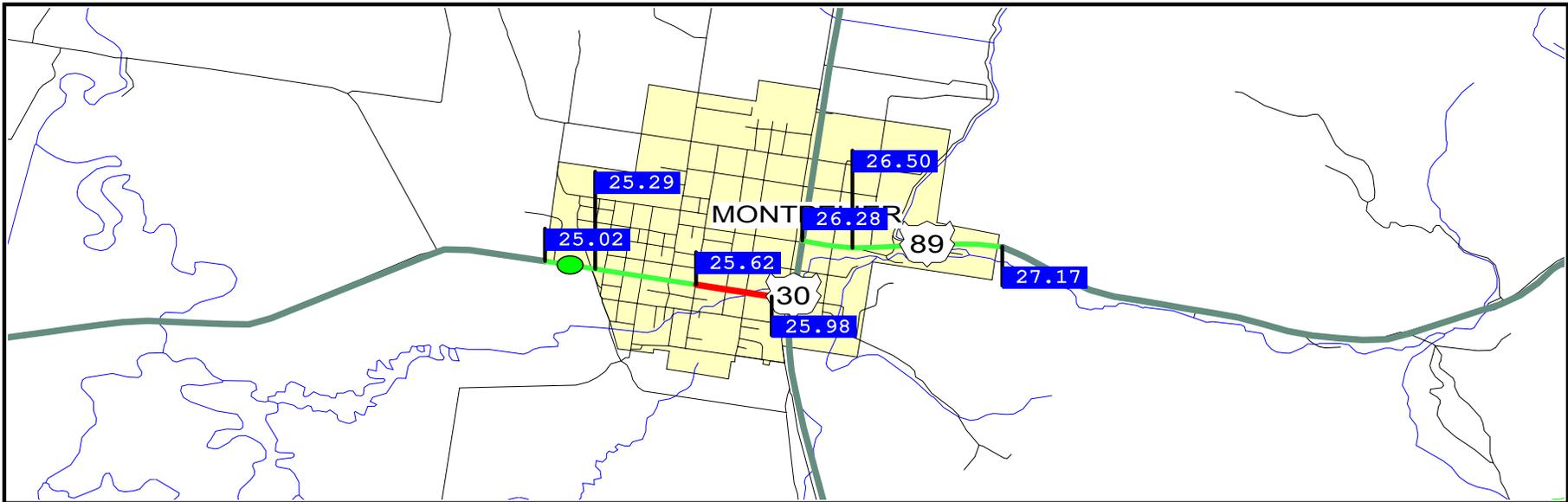
URBAN



MILEPOSTS	434.14 - 435.28
COUNTY	BEAR LAKE
URBAN AREA	MONTPELIER
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	1.144
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	MIXED BITUMNOUS
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	BOTH SIDES
ADT (CURRENT)	5,540
ADT (FUTURE) -- 20 YEAR	8,313
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLANT MIX SEAL
YEAR OF IMPROVEMENT	1996
SEAL COAT YEAR	1999
S/N OR D	4.0
PERCENT TRUCKS--PEAK	17
V/C RATIO	0.09
CRACK/ROUGH/FINAL INDEX	3.3/3.4/3.3

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$531,000
TOTAL	\$531,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4

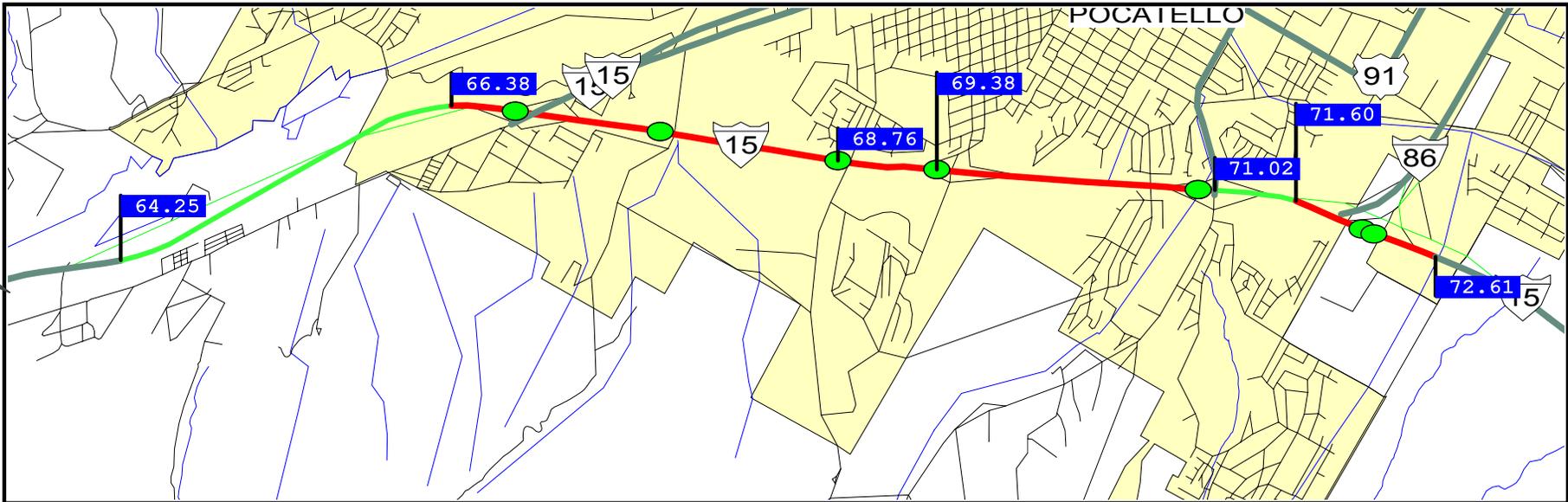
URBAN



MILEPOSTS	25.02 - 25.29	25.29 - 25.62	25.62 - 25.98	26.28 - 26.50	26.50 - 27.17
COUNTY	BEAR LAKE	BEAR LAKE	BEAR LAKE	BEAR LAKE	BEAR LAKE
URBAN AREA	MONTPELIER	MONTPELIER	MONTPELIER	MONTPELIER	MONTPELIER
HIGHWAY DISTRICT #	5	5	5	5	5
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	NO
URBAN LOCATION	FRINGE	CENTRAL BUS DIS	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.276	0.329	0.361	0.220	0.670
NUM OF LANES (EXISTING)	2	4	4	2	2
LANES					
WIDTH	24	48	48	24	24
MATERIAL TYPE	MIXED BITUMNOUS	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER					
WIDTH	0	NA	NA	NA	2
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED	COMBINATION
MEDIAN WIDTH	--	--	--	--	--
PARKING	NONE	BOTH SIDES	BOTH SIDES	BOTH SIDES	NONE
ADT (CURRENT)	3,500	6,034	6,800	1,651	1,104
ADT (FUTURE) -- 20 YEAR	4,640	7,984	8,998	2,198	1,478
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	ONE LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1971	1971	1971	1999	1999
SEAL COAT YEAR	1999	1992	1992	1990	1999
S/N OR D	3.1	5.0	5.0	5.2	4.0
PERCENT TRUCKS--PEAK	3	2	1	4	7
V/C RATIO	0.21	0.18	0.20	0.16	0.09
CRACK/ROUGH/FINAL INDEX	5.0/2.1/3.7	4.0/3.8/3.9	3.5/3.3/3.4	5.0/2.8/4.0	5.0/3.6/4.4

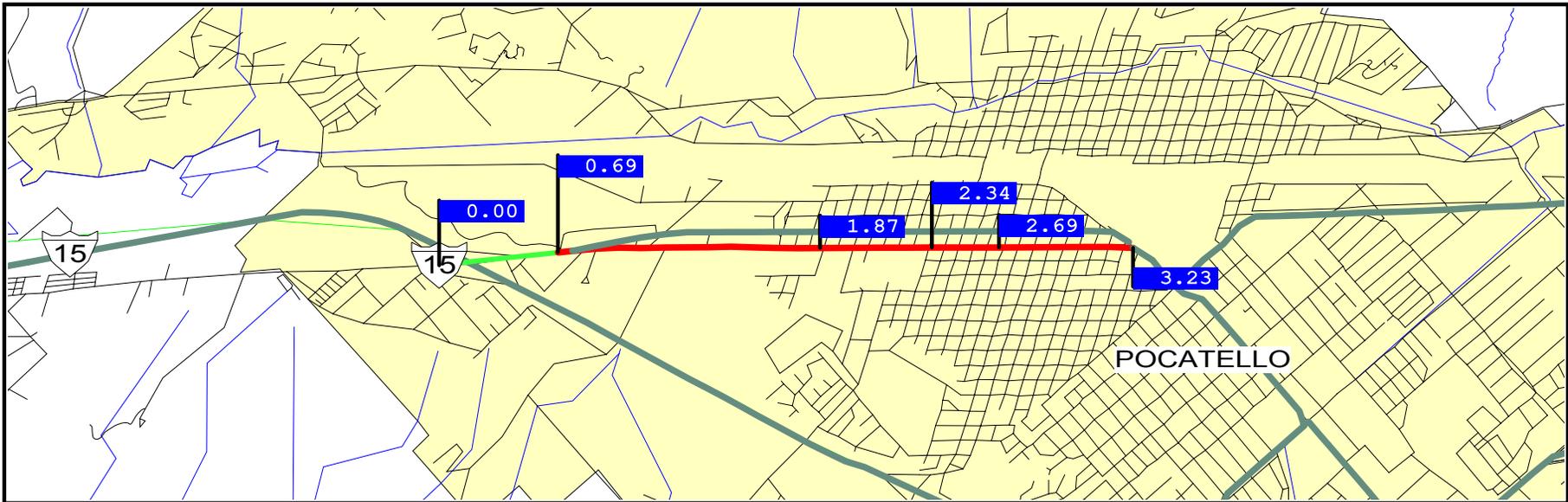
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$168,000
TOTAL	\$168,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	4

URBAN



MILEPOSTS	64.25 - 66.38	66.38 - 68.76	68.76 - 69.38	69.38 - 71.02	71.02 - 71.60	71.60 - 72.61
COUNTY	BANNOCK	BANNOCK	BANNOCK	BANNOCK	BANNOCK	BANNOCK
URBAN AREA	POCATELLO	POCATELLO	POCATELLO	POCATELLO	POCATELLO	POCATELLO
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	YES	YES	NO	YES
URBAN LOCATION	RURAL IN CHAR.	RURAL IN CHAR.	RESIDENTIAL	RESIDENTIAL	RURAL IN CHAR.	RURAL IN CHAR.
SECTION LENGTH	2.131	2.385	0.615	1.641	0.579	1.012
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES						
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	10	10	10	10	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	76	76	76	76	76	76
PARKING	NONE	NONE	NONE	NONE	NONE	NONE
ADT (CURRENT)	16,000	16,851	17,000	22,598	27,000	17,437
ADT (FUTURE) -- 20 YEAR	26,116	27,451	27,640	36,243	42,966	28,020
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	MILL INLAY&OVER	MILL INLAY&OVER	MINOR WIDENING	MILL INLAY&OVER	MILL INLAY&OVER
YEAR OF IMPROVEMENT	1992	1996	1996	1999	1997	1997
SEAL COAT YEAR	1999	1999	1999	----	----	----
S/N OR D	6.9	4.6	4.6	5.4	5.7	5.7
PERCENT TRUCKS--PEAK	13	12	12	9	8	10
V/C RATIO	0.25	0.26	0.26	0.35	0.42	0.27
CRACK/ROUGH/FINAL INDEX	4.5/3.7/4.1	3.3/3.5/3.4	2.9/3.4/3.2	3.4/3.3/3.7	4.7/3.4/4.0	3.4/3.5/3.5

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT FOR ROW AND UTIL FOR CONSTRUCTION TOTAL	RESURFACE 2007	RESURFACE 2004	RESURFACE 2008	RESURFACE 2008
	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
	\$0	\$0	\$0	\$0
	\$1,068,000	\$276,000	\$735,000	\$453,000
	\$1,068,000	\$276,000	\$735,000	\$453,000
ACCESS CONTROL (FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES (DES.)	4	4	4	4

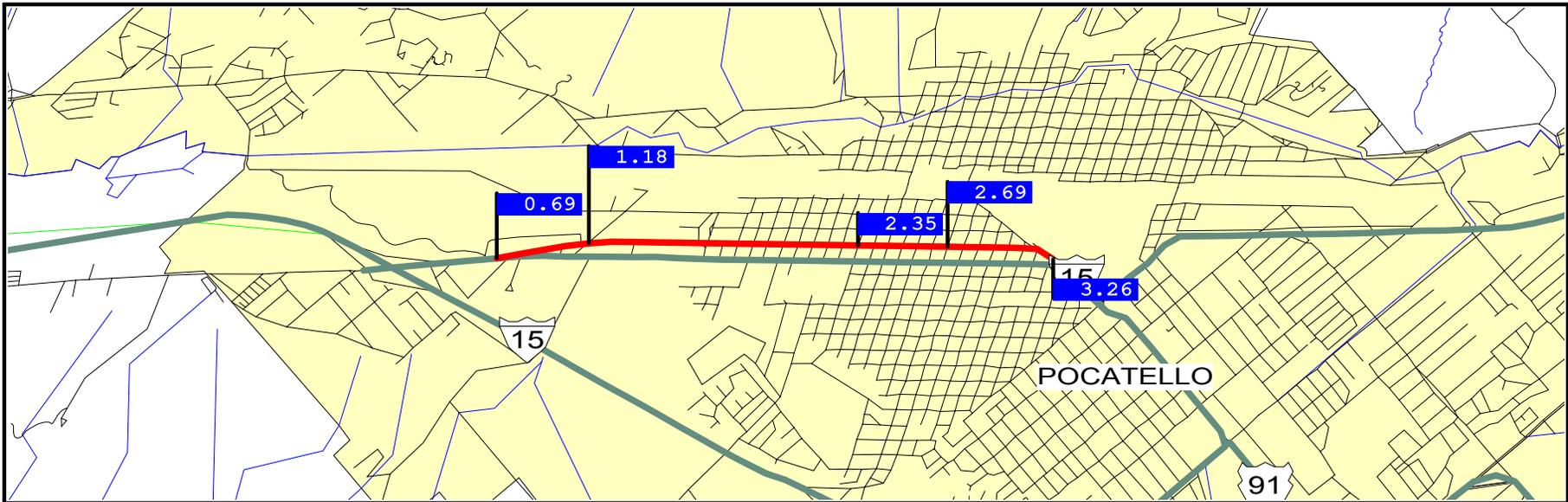


URBAN

MILEPOSTS	0.00 - 0.69	0.69 - 1.87	1.87 - 2.34	2.34 - 2.69	2.69 - 3.23
COUNTY	BANNOCK	BANNOCK	BANNOCK	BANNOCK	BANNOCK
URBAN AREA	POCATELLO	POCATELLO	POCATELLO	POCATELLO	POCATELLO
HIGHWAY DISTRICT #	5	5	5	5	5
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	NO
URBAN LOCATION	OUTLYNG BUS DIS	OUTLYNG BUS DIS	FRINGE	CENTRAL BUS DIS	FRINGE
SECTION LENGTH	0.695	1.175	0.470	0.350	0.544
NUM OF LANES (EXISTING)	4	2	2	3	2
LANES					
WIDTH	48	24	24	36	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER					
WIDTH	0	NA	NA	NA	NA
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--	--
PARKING	NONE	BOTH SIDES	BOTH SIDES	ONE SIDE	BOTH SIDES
ADT (CURRENT)	10,453	8,972	12,596	14,000	16,000
ADT (FUTURE) -- 20 YEAR	12,831	11,013	15,400	17,083	19,523
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLANT MIX SEAL	RUT FILLING S&S	RUT FILLING S&S	RUT FILLING S&S	RUT FILLING S&S
YEAR OF IMPROVEMENT	1999	1995	1995	1995	1995
SEAL COAT YEAR	----	----	----	----	----
S/N OR D	3.6	2.6	2.6	2.6	1.9
PERCENT TRUCKS--PEAK	5	5	3	3	3
V/C RATIO	0.16	0.29	0.40	0.67	0.59
CRACK/ROUGH/FINAL INDEX	4.6/3.5/4.3	5.0/3.3/4.3	2.4/2.8/2.6	1.8/1.3/1.6	1.9/2.0/1.9

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT FOR ROW AND UTIL FOR CONSTRUCTION TOTAL	RESURFACE 2011	RESURFACE 2003	RESURFACE 2003	RESURFACE 2003
	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
	\$0	\$0	\$0	\$0
	\$383,000	\$153,000	\$171,000	\$177,000
	\$383,000	\$153,000	\$171,000	\$177,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	3	2

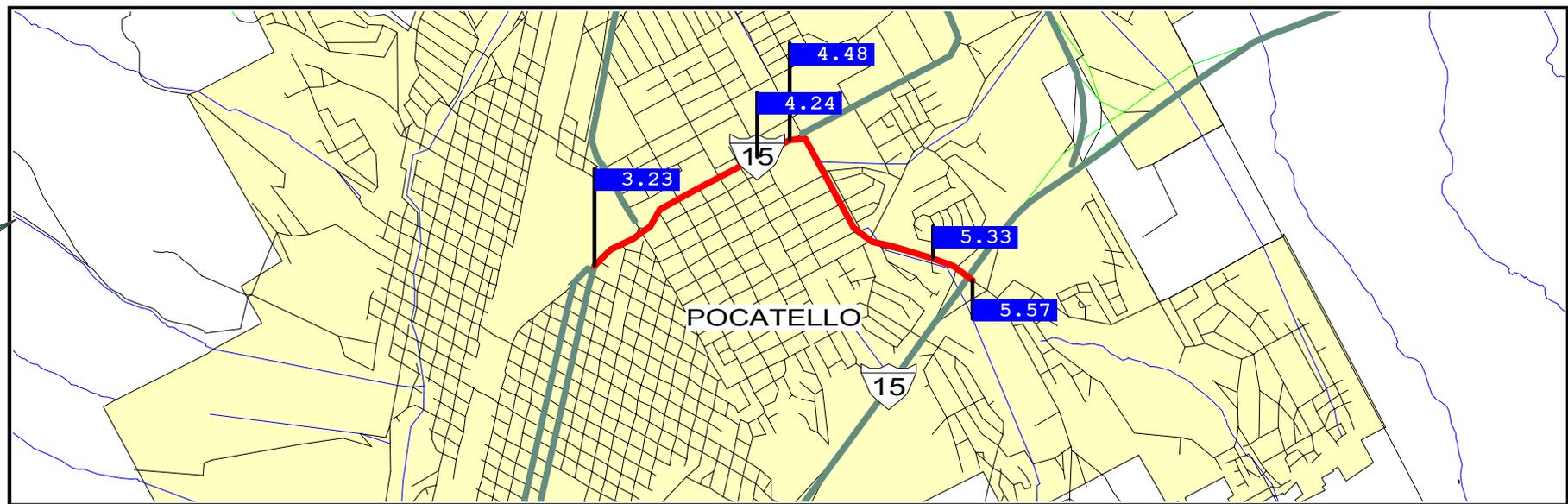
URBAN



MILEPOSTS	0.69 - 1.18	1.18 - 2.35	2.35 - 2.69	2.69 - 3.26
COUNTY	BANNOCK	BANNOCK	BANNOCK	BANNOCK
URBAN AREA	POCA TELLO	POCA TELLO	POCA TELLO	POCA TELLO
HIGHWAY DISTRICT #	5	5	5	5
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO
URBAN LOCATION	OUTLYNG BUS DIS	RESIDENTIAL	CENTRAL BUS DIS	FRINGE
SECTION LENGTH	0.489	1.165	0.342	0.569
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	NA	NA	NA	NA
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--
PARKING	BOTH SIDES	BOTH SIDES	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	7,700	9,425	13,404	13,366
ADT (FUTURE) -- 20 YEAR	9,489	11,592	16,453	16,374
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	RUT FILLING S&S	RUT FILLING S&S	RUT FILLING S&S
YEAR OF IMPROVEMENT	1967	1995	1995	1995
SEAL COAT YEAR	----	----	----	----
S/N OR D	3.3	3.3	3.3	3.3
PERCENT TRUCKS--PEAK	7	6	5	4
V/C RATIO	0.24	0.72	0.43	0.42
CRACK/ROUGH/FINAL INDEX	2.0/2.8/2.4	2.0/1.8/1.9	2.1/1.7/1.9	2.0/2.2/2.1

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE
	2003	2003	2003	2003
	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$159,000	\$270,000	\$111,000	\$185,000
TOTAL	\$159,000	\$270,000	\$111,000	\$185,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2

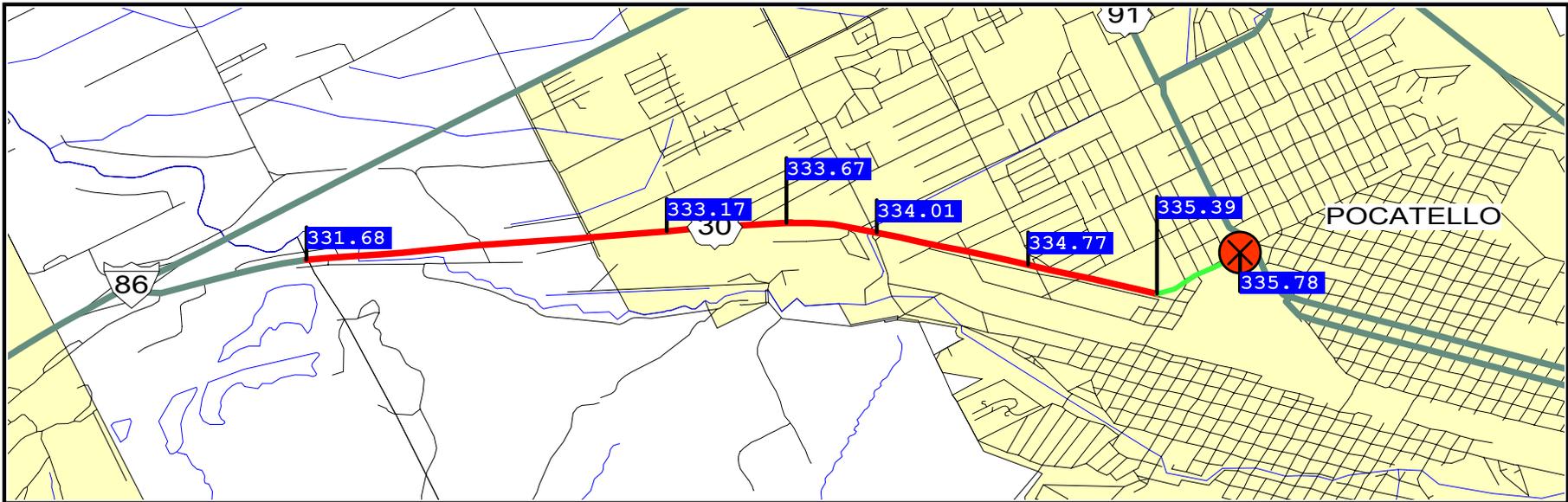
URBAN



MILEPOSTS	3.23 - 4.24	4.24 - 4.48	4.48 - 5.33	5.33 - 5.57
COUNTY	BANNOCK	BANNOCK	BANNOCK	BANNOCK
URBAN AREA	POCATELLO	POCATELLO	POCATELLO	POCATELLO
HIGHWAY DISTRICT #	5	5	5	5
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	1.006	0.237	0.854	0.239
NUM OF LANES (EXISTING)	4	4	4	4
LANES				
WIDTH	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	RIGID PLAIN JNT	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	0	0	0	0
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--
PARKING	NONE	NONE	NONE	NONE
ADT (CURRENT)	27,851	28,000	21,423	24,000
ADT (FUTURE) -- 20 YEAR	33,984	34,165	26,140	29,227
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	NO	PARTIAL LANE	NO	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	RUT FILLING S&S	NW CONS/RCN FLX	PLANT MIX SEAL	PLANT MIX SEAL
YEAR OF IMPROVEMENT	1995	1962	1994	1994
SEAL COAT YEAR	----	----	----	----
S/N OR D	2.9	6	3.3	2.9
PERCENT TRUCKS--PEAK	3	3	3	2
V/C RATIO	0.57	0.47	0.44	0.49
CRACK/ROUGH/FINAL INDEX	1.9/2.6/2.2	2.5/2.6/2.5	5.0/3.8/4.5	5.0/2.9/4.1

TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT FOR ROW AND UTIL FOR CONSTRUCTION TOTAL	RESURFACE 2003	RESURFACE 2004	RESURFACE 2012	RESURFACE 2011
	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
	\$0	\$0	\$0	\$0
	\$656,000	\$155,000	\$396,000	\$111,000
	\$656,000	\$155,000	\$396,000	\$111,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
NUM OF LANES (DES.)	4	4	4	4

URBAN



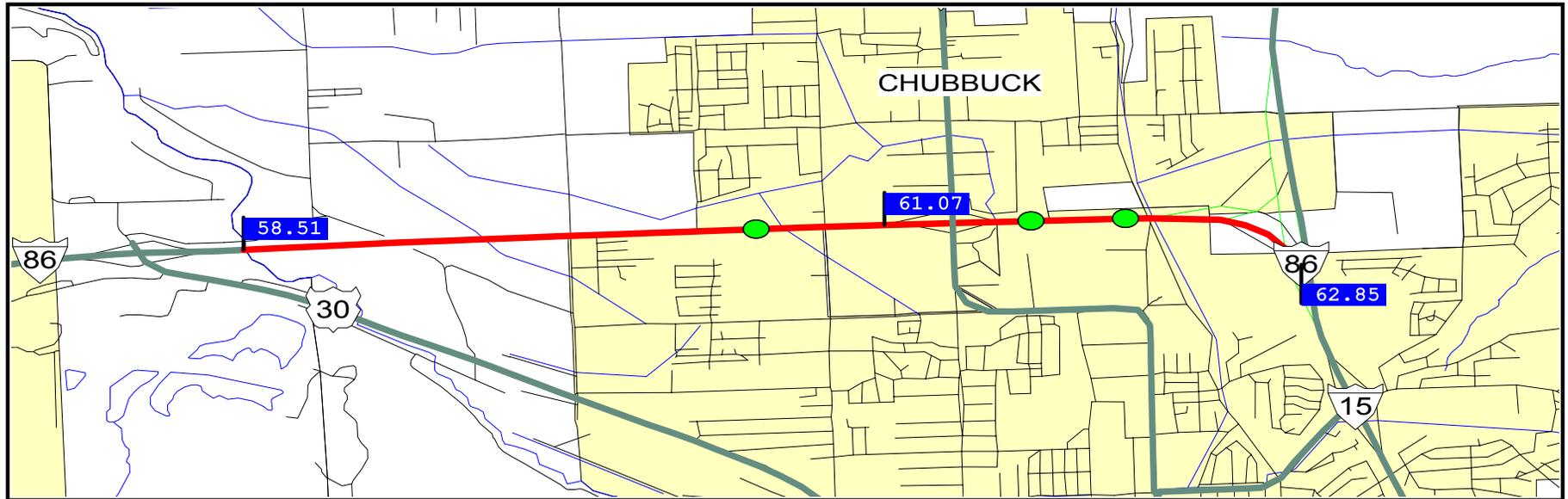
MILEPOSTS	331.68 - 333.17	333.17 - 333.67	333.67 - 334.01	334.01 - 334.77	334.77 - 335.39	335.39 - 335.78
COUNTY	BANNOCK	BANNOCK	BANNOCK	BANNOCK	BANNOCK	BANNOCK
URBAN AREA	POCATELLO	POCATELLO	POCATELLO	POCATELLO	POCATELLO	POCATELLO
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	MINOR ARTERIAL	MINOR ARTERIAL	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NON-NHS	NON-NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	YES
STRUCTURES	YES	NO	NO	NO	NO	NO
URBAN LOCATION	RURAL IN CHAR.	RURAL IN CHAR.	OUTLYNG BUS DIS	OUTLYNG BUS DIS	OUTLYNG BUS DIS	OUTLYNG BUS DIS
SECTION LENGTH	1.489	0.495	0.341	0.761	0.624	0.387
NUM OF LANES (EXISTING)	2	2	2	6	6	4
LANES						
WIDTH	24	24	24	72	72	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	5	6	5	0	0	0
MATERIAL TYPE	BITUMINOUS	COMBINATION	BITUMINOUS	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--	20	14	--
PARKING	NONE	NONE	NONE	NONE	NONE	NONE
ADT (CURRENT)	7,492	10,000	10,000	8,060	15,000	19,473
ADT (FUTURE) -- 20 YEAR	9,288	12,348	12,348	9,952	18,339	23,761
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	ONE LANE	ONE LANE	ONE LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLANT MIX SEAL	PLANT MIX SEAL	PLANT MIX SEAL	PLANT MIX SEAL	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1953	1996	1996	1996	1996	1971
SEAL COAT YEAR	1992	1992	1992	1992	1992	----
S/N OR D	2.5	1.5	5.3	5.3	4.5	5.2
PERCENT TRUCKS--PEAK	9	8	8	7	3	3
V/C RATIO	0.69	0.93	0.35	0.13	0.24	0.40
CRACK/ROUGH/FINAL INDEX	2.3/3.2/2.7	2.5/3.4/2.9	2.6/2.9/2.7	2.5/3.3/3.6	2.4/3.2/3.7	5.0/3.6/4.4

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2003	MAJOR-WIDENING 2003 VOLUME/CAPACITY NUMBER OF LANES	RESURFACE WITH SHLD IMPROVMENT 2004	RESURFACE 2007	RESURFACE 2006
YEAR OF IMPROVEMENT	PSR < RESRF-PSR SHLD WIDTH-R		PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$89,000	\$206,000	\$16,000	\$0	\$0
FOR CONSTRUCTION	\$423,000	\$297,000	\$97,000	\$630,000	\$517,000
TOTAL	\$512,000	\$503,000	\$113,000	\$630,000	\$517,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	4	2	6	6

RR CROSSING NUMBER	811528D
TOTAL THROUGH TRAINS	9
TOT SWITCHING TRAINS	7
SPEED RANGE	5 TO 25
CROSSING SURFACE TYPE	RUBBER
TYPES OF CONTROLS	
FLASHING LIGHTS	8
CANT OVER ROAD	6
CANT NOT OVR ROAD	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	1
SPEED SELECTION	NOT APPLICABLE

R R C R O S S I N G I M P R O V E M E N T

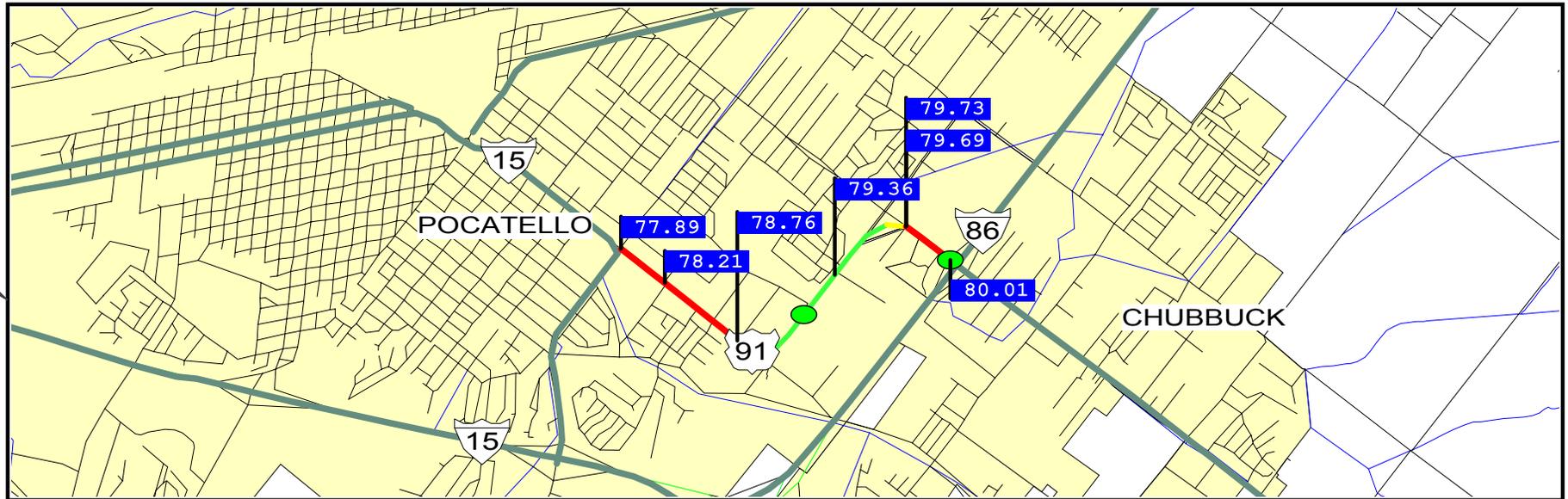
TYPE OF IMPROVEMENT	GRADE SEPARATN
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	GRADE SEPARATN
COST OF IMPROVEMENT	
COST CONTROL	\$5,000,000
SURFACE	\$0
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$5,000,000
ADMINISTRATIVE	\$250,000
TOI CROSSING SURFACE	RUBBER



URBAN

MILEPOSTS	58.51 - 61.07	61.07 - 62.85
COUNTY	BANNOCK	BANNOCK
URBAN AREA	POCATELLO	POCATELLO
HIGHWAY DISTRICT #	5	5
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO
STRUCTURES	YES	YES
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	2.557	1.784
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	60	68
PARKING	NONE	NONE
ADT (CURRENT)	11,000	16,489
ADT (FUTURE) -- 20 YEAR	18,095	26,445
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	MILL INLAY&OVER	MILL INLAY&OVER
YEAR OF IMPROVEMENT	1996	1996
SEAL COAT YEAR	1988	1989
S/N OR D	1.6	1.6
PERCENT TRUCKS--PEAK	15	10
V/C RATIO	0.17	0.26
CRACK/ROUGH/FINAL INDEX	2.4/3.7/3.7	2.4/3.3/3.1

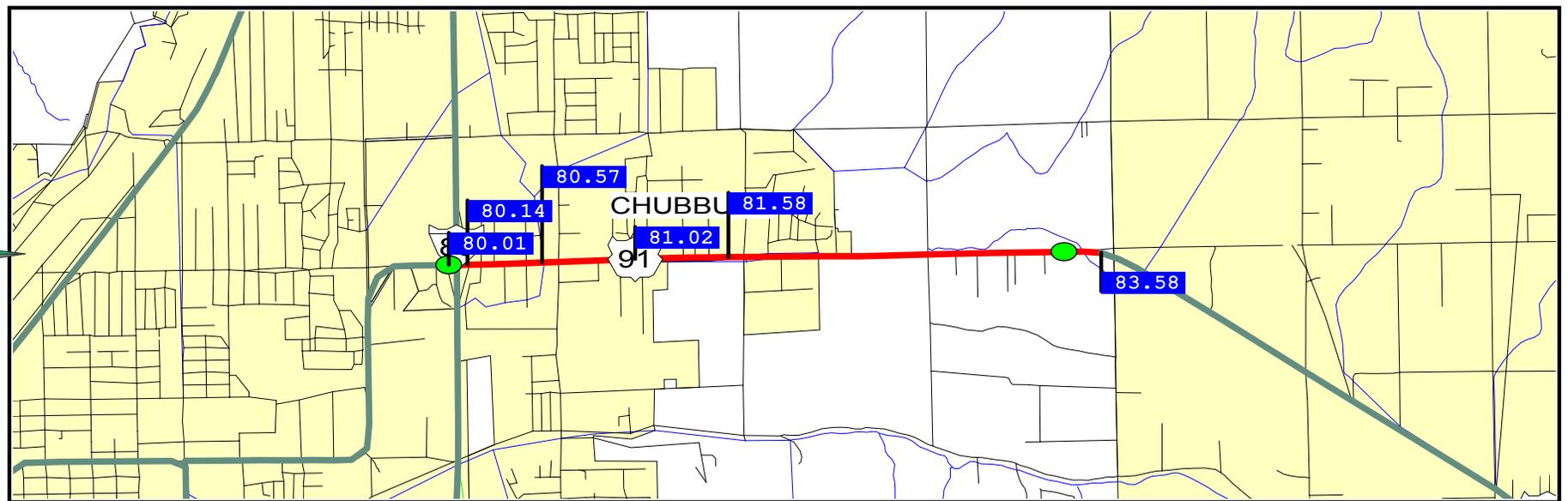
TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE
	2003	2003
	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$1,146,000	\$799,000
TOTAL	\$1,146,000	\$799,000
ACCESS CONTROL (FUTURE)	FULL CONTROL	FULL CONTROL
NUM OF LANES (DES.)	4	4



URBAN

MILEPOSTS	77.89 - 78.21	78.21 - 78.76	78.76 - 79.36	79.36 - 79.69	79.69 - 79.73	79.73 - 80.01
COUNTY	BANNOCK	BANNOCK	BANNOCK	BANNOCK	BANNOCK	BANNOCK
URBAN AREA	POCATELLO	POCATELLO	POCATELLO	POCATELLO	POCATELLO	POCATELLO
HIGHWAY DISTRICT #	5	5	5	5	5	5
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
URBAN LOCATION	OUTLYNG BUS DIS					
SECTION LENGTH	0.319	0.553	0.598	0.330	0.040	0.278
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES						
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	RIGID PLAIN JNT	HIGH FLEXIBLE	RIGID PLAIN JNT	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	0	0	0	0	0	0
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--	--	--
PARKING	NONE	NONE	NONE	NONE	NONE	NONE
ADT (CURRENT)	26,000	25,166	19,838	18,380	25,000	24,720
ADT (FUTURE) -- 20 YEAR	31,662	30,647	24,110	22,338	30,384	30,103
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	PARTIAL LANE	NO	ONE LANE	PARTIAL LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN CON	MILL INLAY&OVER	NW CONS/RCN CON	NW CONS/RCN FLX	MILL INLAY&OVER	MILL INLAY&OVER
YEAR OF IMPROVEMENT	1977	1995	1986	1991	1995	1995
SEAL COAT YEAR	----	----	----	----	----	----
S/N OR D	8	2.3	9	3.6	3.2	2.3
PERCENT TRUCKS--PEAK	2	2	1	1	2	2
V/C RATIO	0.73	0.38	0.56	0.34	0.70	0.70
CRACK/ROUGH/FINAL INDEX	2.3/2.0/2.8	2.4/2.6/2.5	4.2/2.0/3.2	4.5/2.1/3.4	5.0/2.0/3.6	2.7/2.0/2.4

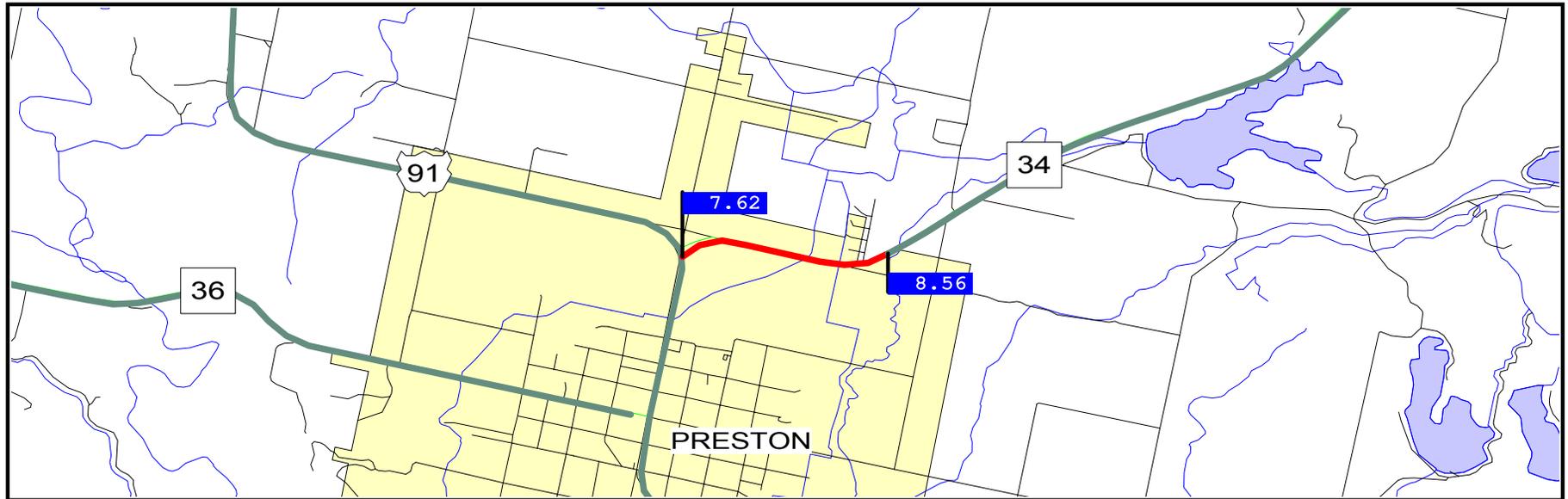
TYPE OF IMPROVEMENT YEAR OF IMPROVEMENT SYSTEM DEFICIENCY: COST OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE
	2003	2003	2013	2004
	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
FOR ROW AND UTIL	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$208,000	\$361,000	\$26,000	\$181,000
TOTAL	\$208,000	\$361,000	\$26,000	\$181,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4	4	4



MILEPOSTS	80.01 - 80.14	80.14 - 80.57	80.57 - 81.02	81.02 - 81.58	81.58 - 83.58
COUNTY	BANNOCK	BANNOCK	BANNOCK	BANNOCK	BANNOCK
URBAN AREA	POCATELLO	POCATELLO	POCATELLO	POCATELLO	POCATELLO
HIGHWAY DISTRICT #	5	5	5	5	5
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	COLLECTOR
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	OUTLYNG BUS DIS	RESIDENTIAL	RURAL IN CHAR.
SECTION LENGTH	0.133	0.429	0.450	0.560	1.997
NUM OF LANES (EXISTING)	4	4	4	2	2
LANES					
WIDTH	48	48	48	24	24
MATERIAL TYPE	HIGH FLEXIBLE	RIGID PLAIN JNT	RIGID PLAIN JNT	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER					
WIDTH	0	0	0	3	5
MATERIAL TYPE	CURBED	CURBED	CURBED	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--
PARKING	NONE	NONE	NONE	NONE	NONE
ADT (CURRENT)	23,371	22,396	14,328	10,794	6,361
ADT (FUTURE) -- 20 YEAR	28,461	27,273	17,483	13,171	7,746
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	NO	NO	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN CON	NW CONS/RCN CON	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1971	1985	1985	1972	1972
SEAL COAT YEAR	----	----	1996	1996	1996
S/N OR D	1.8	8	8	3.1	3.1
PERCENT TRUCKS--PEAK	2	2	3	3	2
V/C RATIO	0.35	0.37	0.24	0.37	0.22
CRACK/ROUGH/FINAL INDEX	4.0/2.1/3.1	2.3/3.2/2.7	2.9/2.9/2.9	2.4/2.3/2.4	2.3/3.1/2.6

URBAN

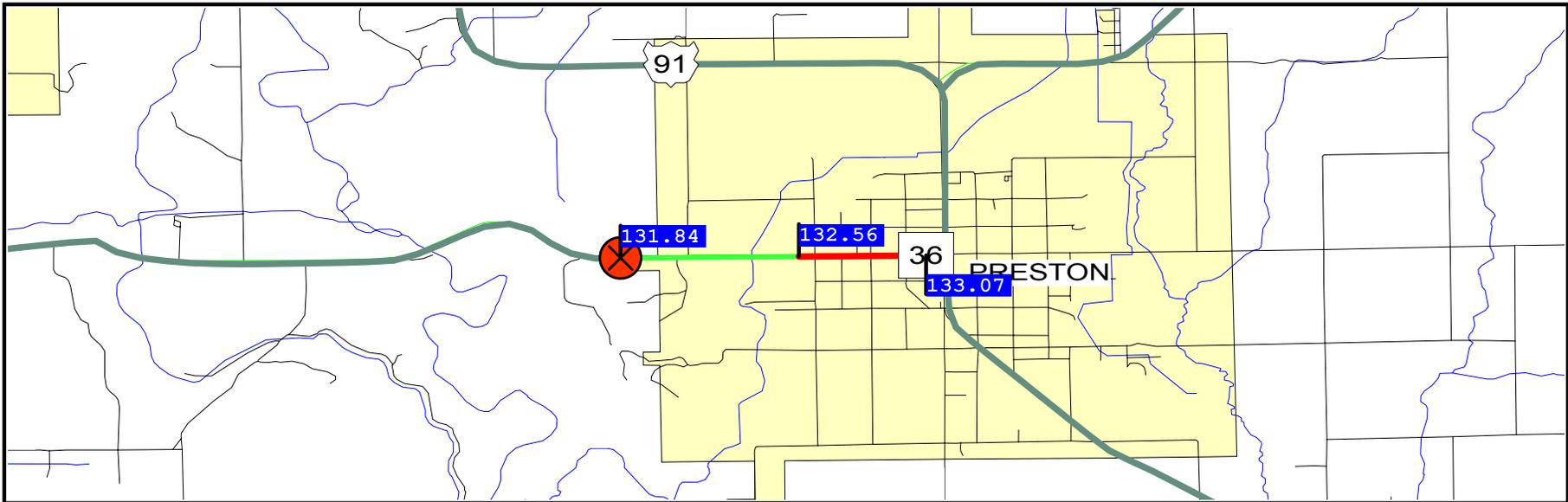
TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2008	2003	2007	2003	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:				SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$0	\$0	\$0	\$34,000	\$120,000
FOR CONSTRUCTION	\$62,000	\$199,000	\$293,000	\$159,000	\$567,000
TOTAL	\$62,000	\$199,000	\$293,000	\$193,000	\$687,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	4	4	2	2



URBAN

MILEPOSTS	7.62 - 8.56
COUNTY	FRANKLIN
URBAN AREA	PRESTON
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.940
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	4
MATERIAL TYPE	COMBINATION
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	2,898
ADT (FUTURE) -- 20 YEAR	3,557
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1997
SEAL COAT YEAR	1993
S/N OR D	2.2
PERCENT TRUCKS--PEAK	5
V/C RATIO	0.10
CRACK/ROUGH/FINAL INDEX	4.2/3.1/3.7

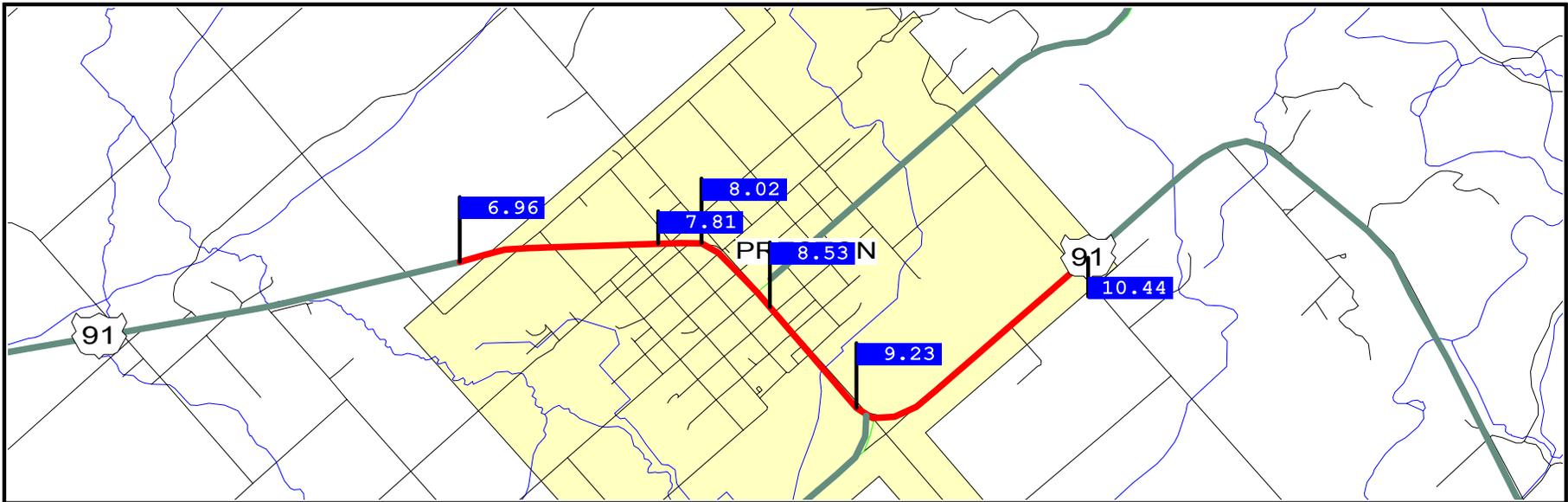
TYPE OF IMPROVEMENT	RESURFACE WITH
	SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$56,000
FOR CONSTRUCTION	\$267,000
TOTAL	\$323,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2



MILEPOSTS	131.84 - 132.56	132.56 - 133.07
COUNTY	FRANKLIN	FRANKLIN
URBAN AREA	PRESTON	PRESTON
HIGHWAY DISTRICT #	5	5
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS
SECTION LENGTH	0.720	0.515
NUM OF LANES (EXISTING)	2	4
LANES		
WIDTH	24	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	6	NA
MATERIAL TYPE	COMBINATION	CURBED
MEDIAN WIDTH	--	--
PARKING	NONE	BOTH SIDES
ADT (CURRENT)	1,856	3,232
ADT (FUTURE) -- 20 YEAR	2,274	3,967
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	MILL AND INLAY
YEAR OF IMPROVEMENT	2001	2001
SEAL COAT YEAR	1995	1995
S/N OR D	3.3	2.3
PERCENT TRUCKS--PEAK	4	5
V/C RATIO	0.07	0.06
CRACK/ROUGH/FINAL INDEX	5.0/3.7/4.5	5.0/3.4/4.4

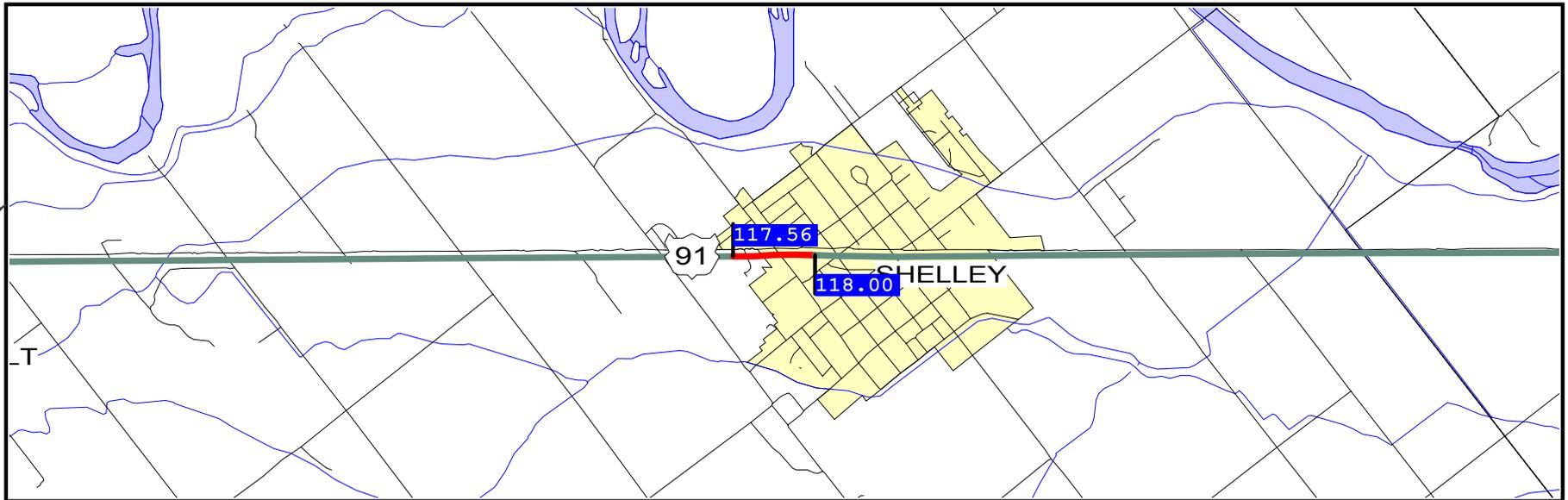
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$336,000
TOTAL	\$336,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4

URBAN



MILEPOSTS	6.96 - 7.81	7.81 - 8.02	8.02 - 8.53	8.53 - 9.23	9.23 - 10.44
COUNTY	FRANKLIN	FRANKLIN	FRANKLIN	FRANKLIN	FRANKLIN
URBAN AREA	PRESTON	PRESTON	PRESTON	PRESTON	PRESTON
HIGHWAY DISTRICT #	5	5	5	5	5
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.858	0.201	0.517	0.698	1.212
NUM OF LANES (EXISTING)	2	4	4	4	2
LANES					
WIDTH	24	48	48	48	24
MATERIAL TYPE	MIXED BITUMNOUS	HIGH FLEXIBLE	MIXED BITUMNOUS	MIXED BITUMNOUS	MIXED BITUMNOUS
SHOULDER					
WIDTH	8	0	NA	NA	5
MATERIAL TYPE	COMBINATION	CURBED	CURBED	CURBED	COMBINATION
MEDIAN WIDTH	--	--	--	--	--
PARKING	NONE	NONE	BOTH SIDES	BOTH SIDES	NONE
ADT (CURRENT)	5,600	5,629	9,321	4,420	5,000
ADT (FUTURE) -- 20 YEAR	7,454	7,492	12,358	5,883	6,629
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	PARTIAL LANE	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	RUT FILLING S&S	RUT FILLING S&S	RUT FILLING S&S	RUT FILLING S&S	RUT FILLING S&S
YEAR OF IMPROVEMENT	1996	1996	1996	1996	1996
SEAL COAT YEAR	1989	1989	1989	1989	1989
S/N OR D	2.3	2.3	2.3	2.3	3.5
PERCENT TRUCKS--PEAK	5	5	3	4	3
V/C RATIO	0.23	0.12	0.19	0.09	0.21
CRACK/ROUGH/FINAL INDEX	1.9/3.3/2.5	4.5/2.7/3.7	4.0/2.6/3.4	3.0/2.4/2.8	2.4/2.5/2.4

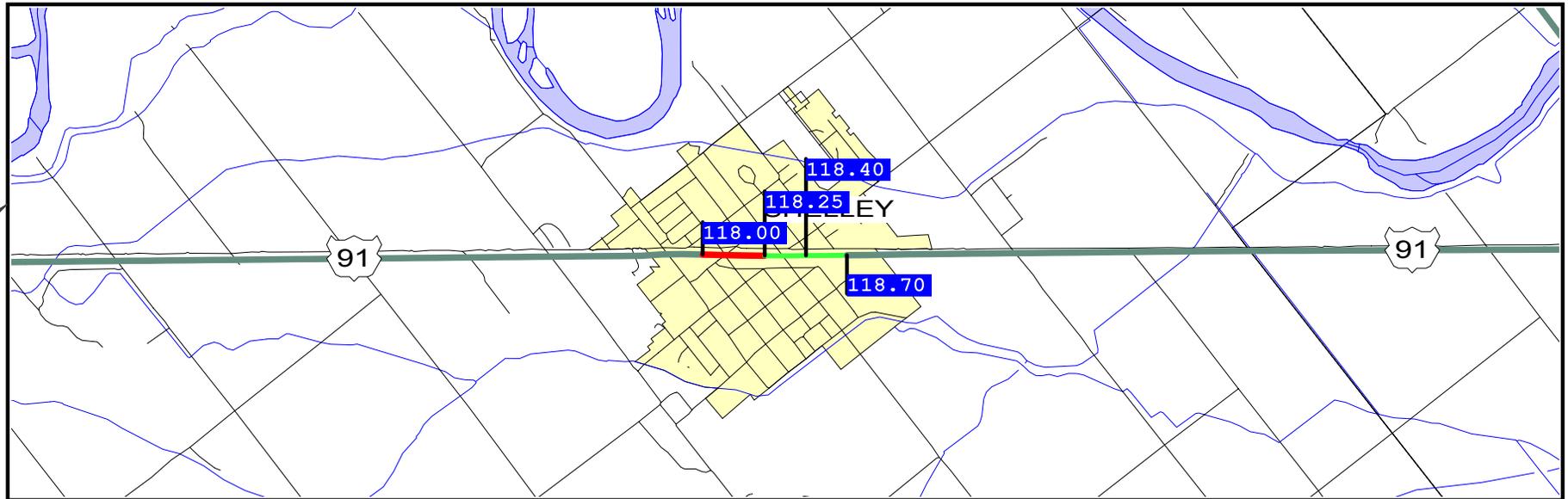
TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003	2012	2010	2007	2006
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:					SHLD WIDTH-R
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$73,000
FOR CONSTRUCTION	\$199,000	\$93,000	\$240,000	\$324,000	\$344,000
TOTAL	\$199,000	\$93,000	\$240,000	\$324,000	\$417,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	4	4	4	2



URBAN

MILEPOSTS	117.56 - 118.00
COUNTY	BINGHAM
URBAN AREA	SHELLEY
HIGHWAY DISTRICT #	5
FUNCTIONAL CLASS	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.437
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	MIXED BITUMINOUS
SHOULDER	
WIDTH	3
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	7,661
ADT (FUTURE) -- 20 YEAR	9,311
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	ONE LANE
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1979
SEAL COAT YEAR	1994
S/N OR D	1.6
PERCENT TRUCKS--PEAK	2
V/C RATIO	0.13
CRACK/ROUGH/FINAL INDEX	2.4/1.8/2.2

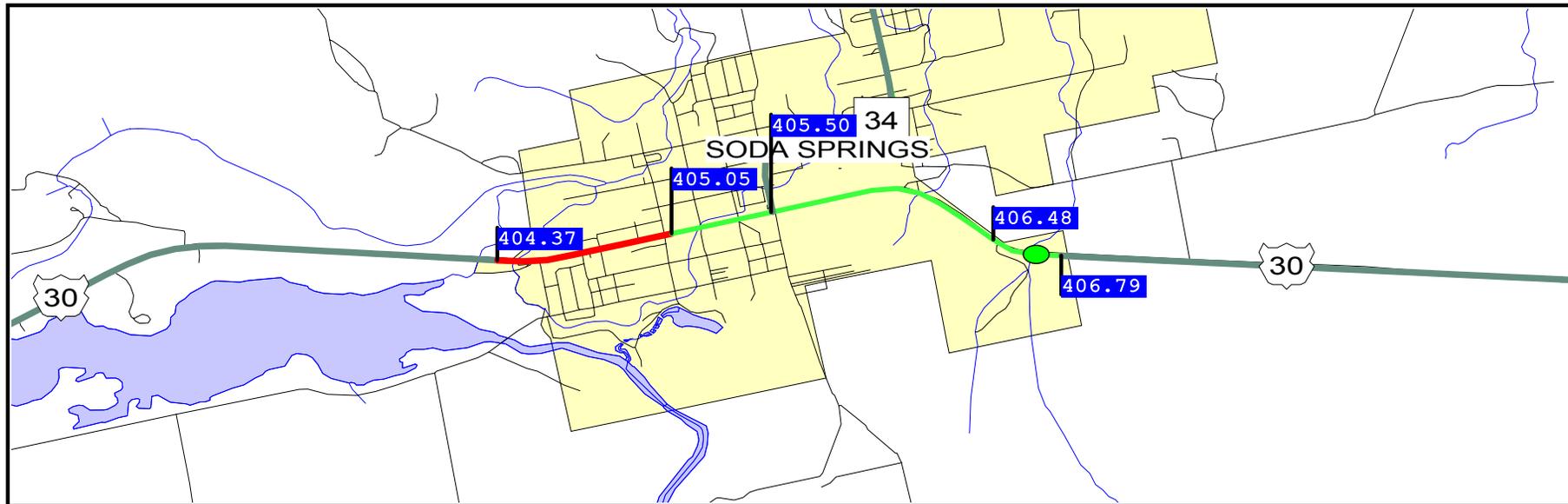
TYPE OF IMPROVEMENT	RESURFACE WITH
	SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$52,000
FOR CONSTRUCTION	\$248,000
TOTAL	\$300,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4



URBAN

MILEPOSTS	118.00 - 118.25	118.25 - 118.40	118.40 - 118.70
COUNTY	BINGHAM	BINGHAM	BINGHAM
URBAN AREA	SHELLEY	SHELLEY	SHELLEY
HIGHWAY DISTRICT #	5	5	5
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS	RESIDENTIAL
SECTION LENGTH	0.252	0.154	0.292
NUM OF LANES (EXISTING)	4	4	2
LANES			
WIDTH	48	48	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	NA	NA	4
MATERIAL TYPE	CURBED	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--	--
PARKING	BOTH SIDES	BOTH SIDES	NONE
ADT (CURRENT)	8,600	7,939	6,717
ADT (FUTURE) -- 20 YEAR	10,452	9,649	8,180
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	PARTIAL LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLY	PLNT MIX OVLY
YEAR OF IMPROVEMENT	1979	1971	1971
SEAL COAT YEAR	1994	1994	1994
S/N OR D	1.6	4.2	4.2
PERCENT TRUCKS--PEAK	1	1	2
V/C RATIO	0.15	0.14	0.24
CRACK/ROUGH/FINAL INDEX	3.0/2.2/2.7	5.0/3.0/4.2	5.0/3.1/4.3

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$164,000
TOTAL	\$164,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4

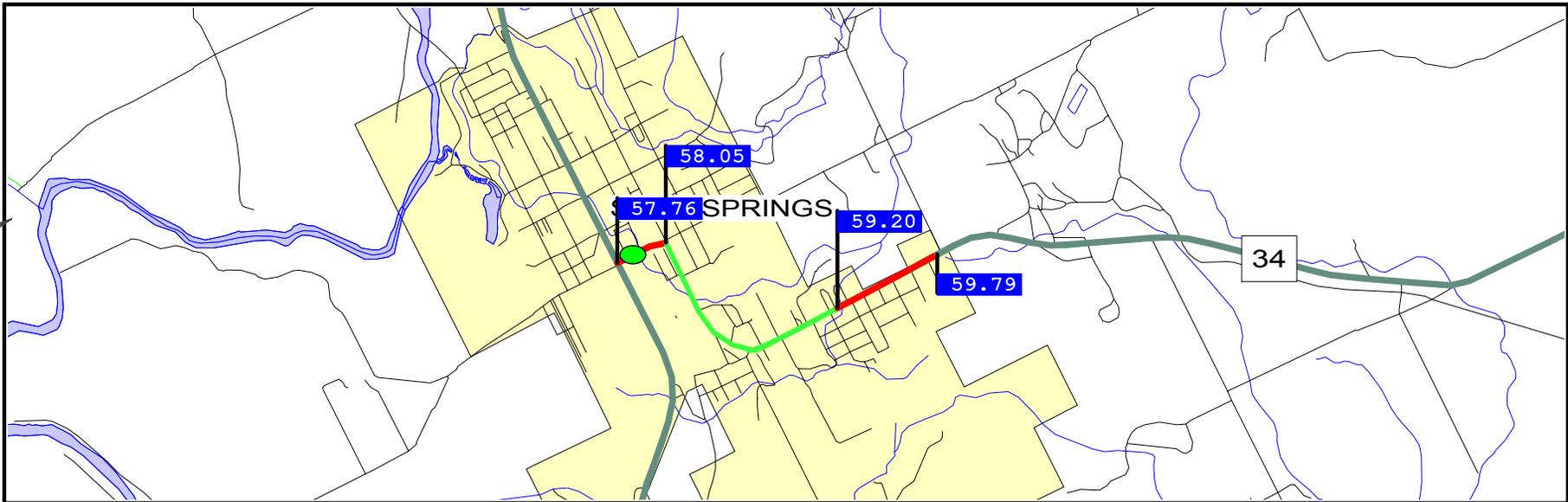


URBAN

MILEPOSTS	404.37 - 405.05	405.05 - 405.50	405.50 - 406.48	406.48 - 406.79
COUNTY	CARIBOU	CARIBOU	CARIBOU	CARIBOU
URBAN AREA	SODA SPRINGS	SODA SPRINGS	SODA SPRINGS	SODA SPRINGS
HIGHWAY DISTRICT #	5	5	5	5
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO
URBAN LOCATION	OUTLYNG BUS DIS	OUTLYNG BUS DIS	RURAL IN CHAR.	RURAL IN CHAR.
SECTION LENGTH	0.684	0.446	0.984	0.306
NUM OF LANES (EXISTING)	4	4	2	2
LANES				
WIDTH	48	48	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	NA	NA	6	8
MATERIAL TYPE	CURBED	CURBED	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
PARKING	BOTH SIDES	BOTH SIDES	NONE	NONE
ADT (CURRENT)	8,106	9,198	4,456	4,200
ADT (FUTURE) -- 20 YEAR	11,904	13,455	6,700	6,340
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	MILL INLAY&OVER	MILL INLAY&OVER
YEAR OF IMPROVEMENT	1995	1996	1996	1996
SEAL COAT YEAR	2001	1995	1991	1991
S/N OR D	3.6	4.9	4.2	4.6
PERCENT TRUCKS--PEAK	9	8	17	18
V/C RATIO	0.14	0.15	0.15	0.13
CRACK/ROUGH/FINAL INDEX	4.0/3.5/3.8	4.7/2.8/3.8	4.6/3.2/3.9	5.0/2.8/4.0

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$446,000
TOTAL	\$446,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	4

URBAN



MILEPOSTS	57.76 - 58.05	58.05 - 59.20	59.20 - 59.79
COUNTY	CARIBOU	CARIBOU	CARIBOU
URBAN AREA	SODA SPRINGS	SODA SPRINGS	SODA SPRINGS
HIGHWAY DISTRICT #	5	5	5
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	YES	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	RURAL IN CHAR.
SECTION LENGTH	0.295	1.151	0.592
NUM OF LANES (EXISTING)	4	4	2
LANES			
WIDTH	48	48	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	0	0	5
MATERIAL TYPE	CURBED	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	NONE
ADT (CURRENT)	6,700	3,946	2,997
ADT (FUTURE) -- 20 YEAR	8,175	4,824	3,664
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	ROAD MIX OVLAY	ROAD MIX OVLAY
YEAR OF IMPROVEMENT	1978	1975	1975
SEAL COAT YEAR	1985	1966	1966
S/N OR D	2.2	3.0	3.0
PERCENT TRUCKS--PEAK	3	3	4
V/C RATIO	0.12	0.07	0.11
CRACK/ROUGH/FINAL INDEX	1.9/2.1/2.0	5.0/3.1/4.2	1.8/2.6/2.1

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$36,000
FOR CONSTRUCTION	\$137,000	\$168,000
TOTAL	\$137,000	\$204,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	4	2